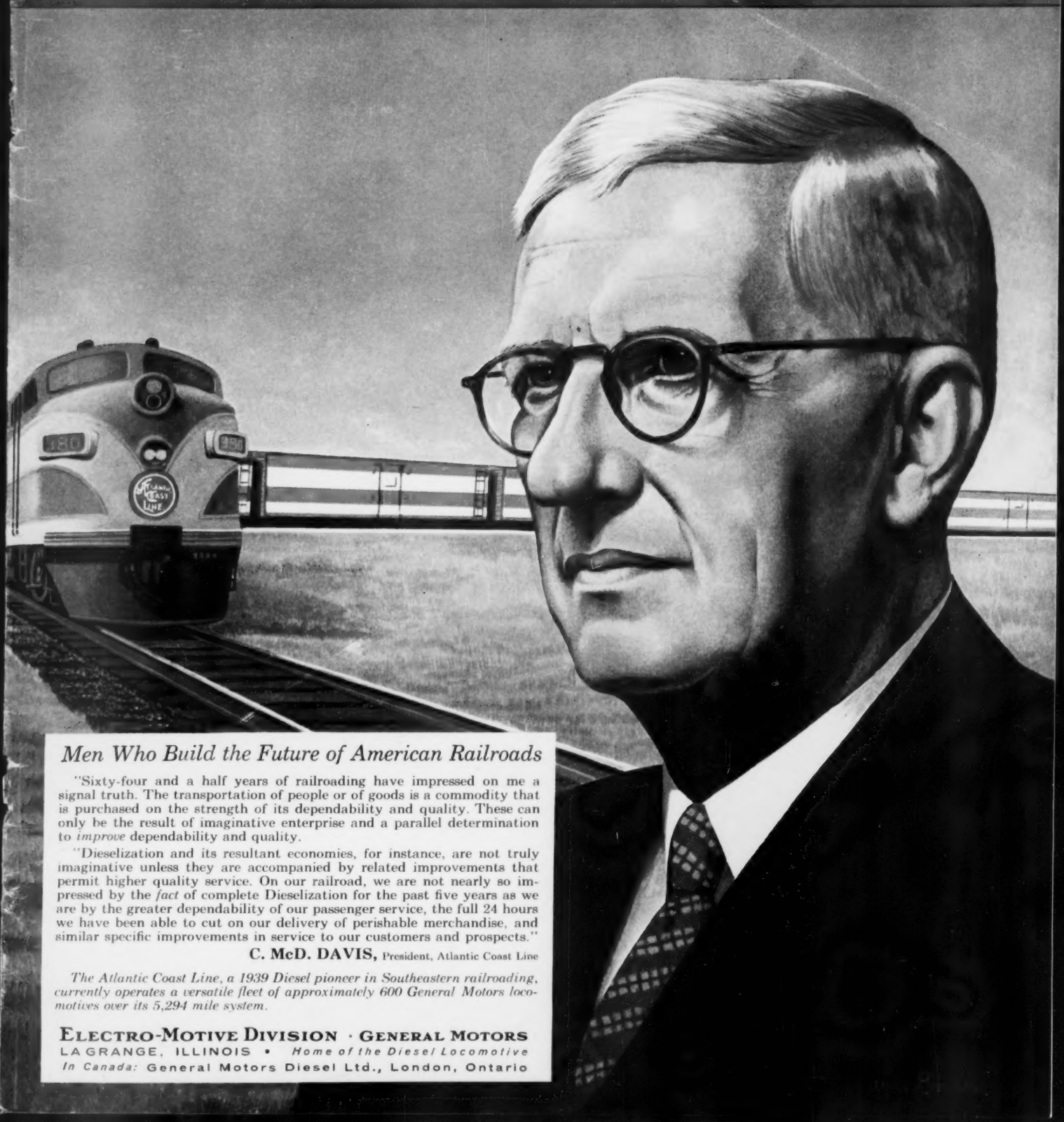
July 22, 1957

Coal's Comeback Sparks New Traffic Boom

RAILWAY AGE *weekly*



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C. McD. DAVIS, President, Atlantic Coast Line

The Atlantic Coast Line, a 1939 Diesel pioneer in Southeastern railroading, currently operates a versatile fleet of approximately 600 General Motors locomotives over its 5,294 mile system.

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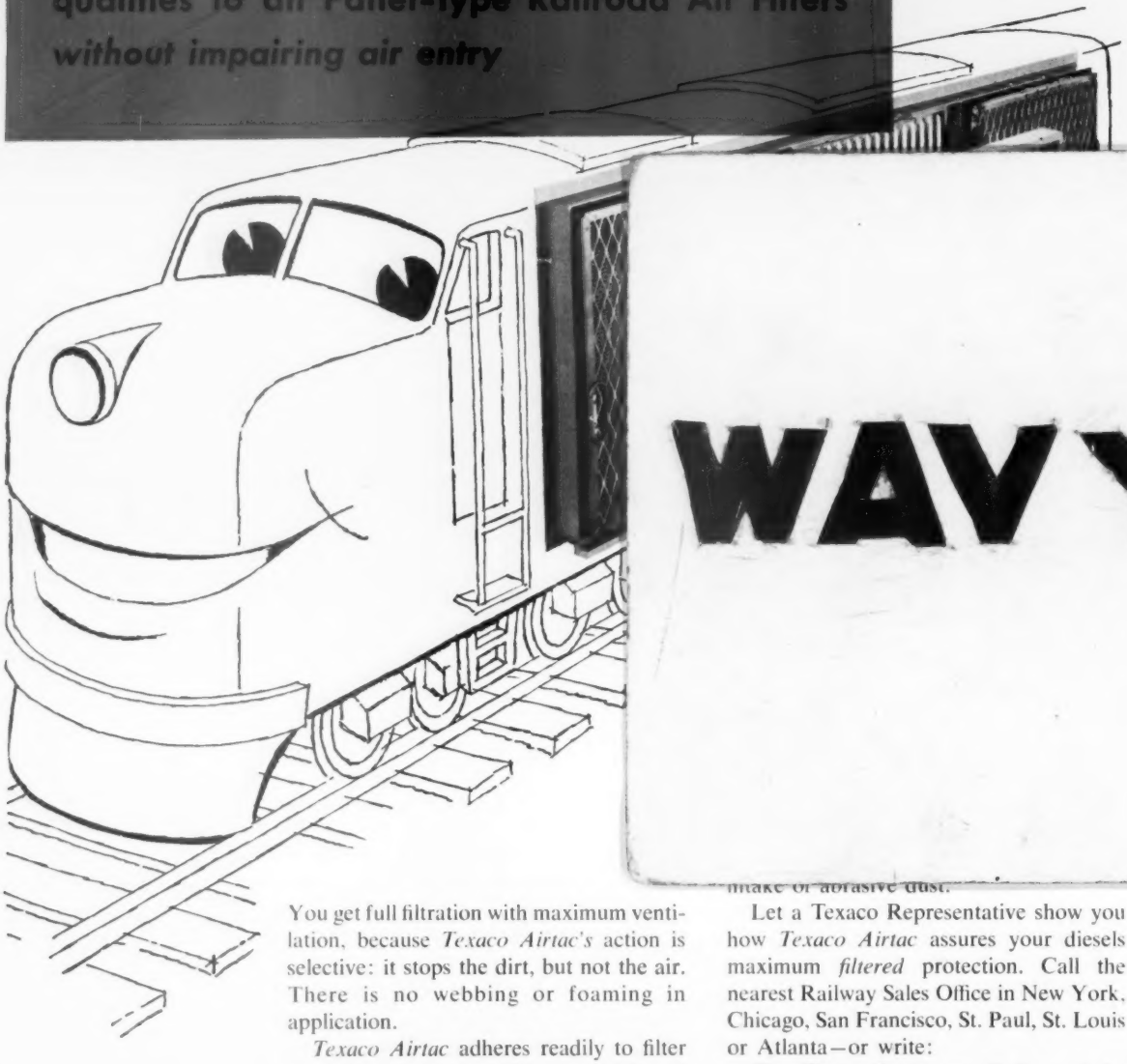
AIRTAC STOPS THE DIRT BUT NOT THE AIR...

this gel-type oil imparts super dust-catching qualities to all Panel-type Railroad Air Filters *without impairing air entry*



You get full filtration with maximum ventilation, because *Texaco Airtac's* action is selective: it stops the dirt, but not the air. There is no webbing or foaming in application.

Texaco Airtac adheres readily to filter surfaces, keeping its ability to "wick and wet" through surface collections. Under the severest operating conditions, *Texaco*

[illegible] intake of abrasive dust.

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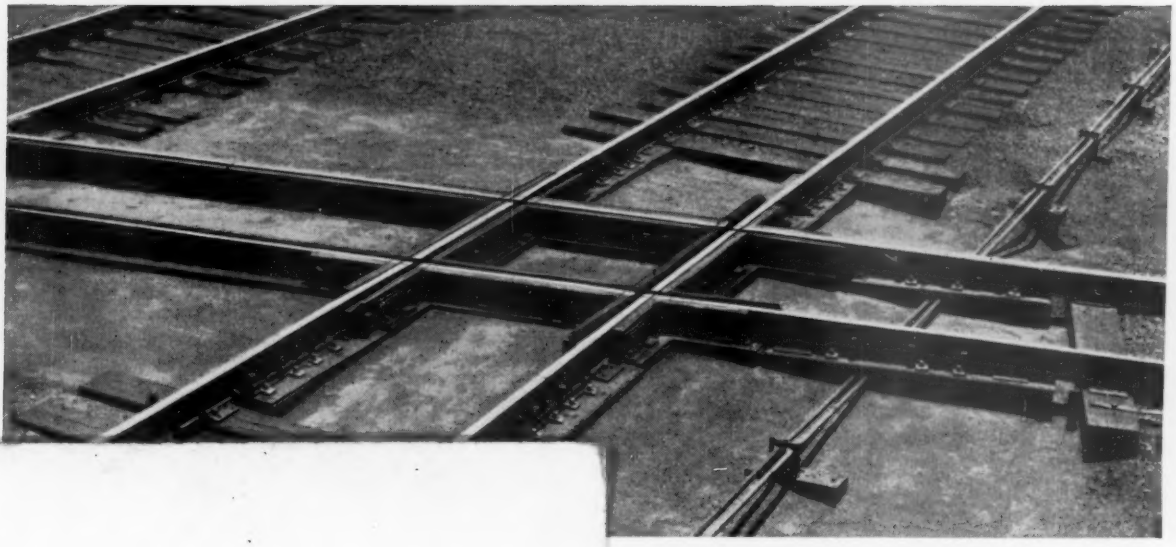
The Texas Company, *Railway Sales Division,* 135 East 42nd Street, New York 17, New York.

TEXACO

TEXACO Railroad Lubricants

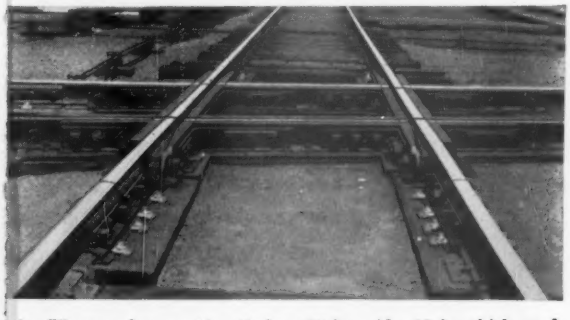
AND SYSTEMATIC ENGINEERING SERVICE

IN ALL 48 STATES



er into drains and carry-off gutters. Note heavy timbers laid

PAGES



They used supporting timbers 20 in. wide, 12 in. thick, and long enough to support the first joint area in each direction. Timbers were notched and bolted together, and anchored by 12-in. drive bolts with special washer to bear on flanges and base plate. Pads were used as cushioning under the plate

They installed drain traps in the center of the crossing to permit water to pass into drainage pipes imbedded beneath the road-bed. Crossing was fabricated and heat-treated by Bethlehem at the Steelton, Pa., plant, from 115 RE rail.

Here, on the Great Northern Railway near Superior, Wisconsin, is one of the finest examples of railroad crossings to be found anywhere. Beginning with precision-made, heat-treated Bethlehem 115 RE trackwork, Great Northern has followed through in every detail in creating a model of good maintenance-of-way practice.

Heat-treated crossings at this location are proving their worth through extra years of service to the GN, just as they have for many other railroads around the country. Nowhere will you find the equal of Bethlehem's heat-treating equipment and experience, whether for crossings, frogs, switch points or rails up to 60 ft in length.

There may be places on your lines where heat-treated trackwork by Bethlehem would be a good investment. One of our engineers will be glad to talk things over with you at any location you select. You can reach him through the nearest Bethlehem district sales office.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

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BETHLEHEM STEEL

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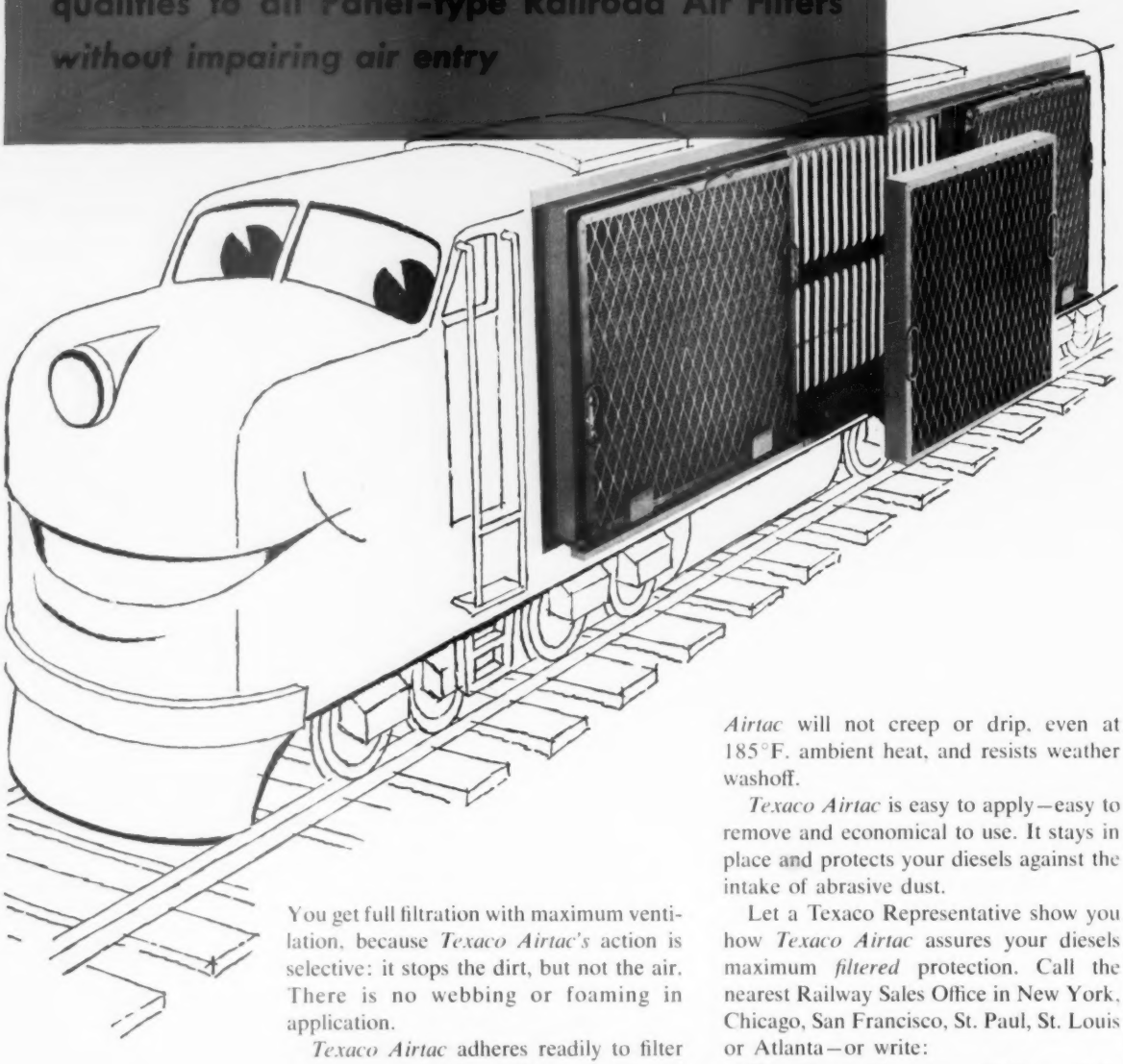
this gel-type oil imparts super dust-catching qualities to all Panel-type Railroad Air Filters *without impairing air entry*



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Texaco Airtac adheres readily to filter surfaces, keeping its ability to "wick and wet" through surface collections. Under the severest operating conditions, *Texaco Airtac* will not creep or drip, even at 185°F. ambient heat, and resists weather washoff.

Texaco Airtac is easy to apply—easy to remove and economical to use. It stays in place and protects your diesels against the intake of abrasive dust.

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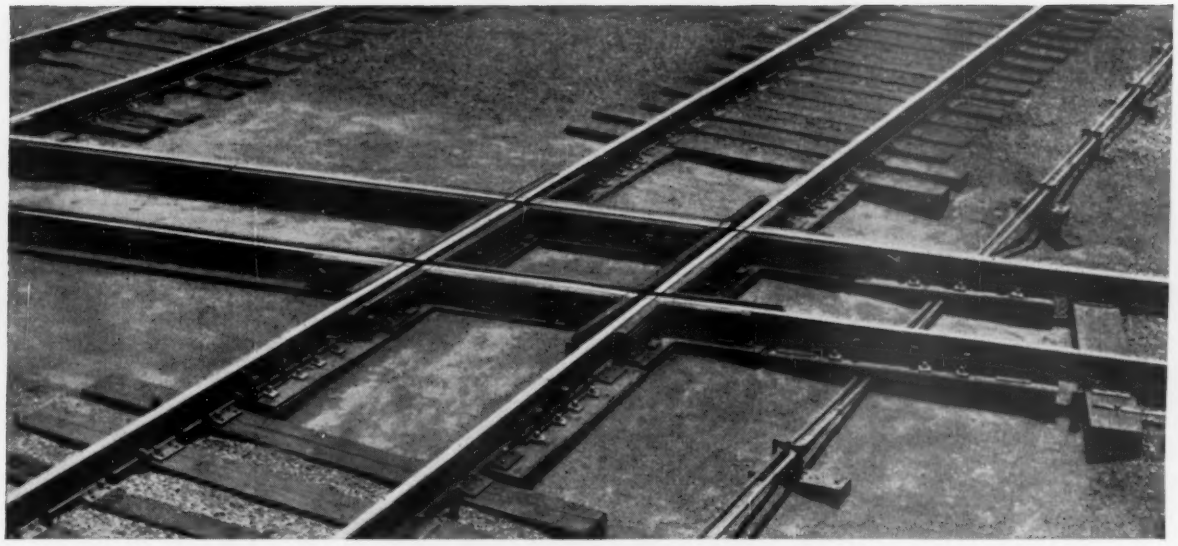
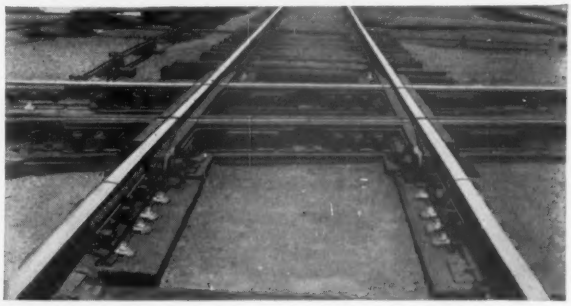


▲ They blacktopped the ballasted areas around crossing to feed water into drains and carry-off gutters. Note heavy timbers laid longitudinally beneath rails for support.

Look what Great Northern did with this Bethlehem heat-treated crossing



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HELIARC spot-welding and fusion welding are helping railroads save up to 88% of new rolling stock cost, by simplifying and speeding many car fabricating jobs . . . Now, using HELIARC welding, railroads can do more car work in their own shops, and realize substantial savings. Here are some important HELIARC welding features.

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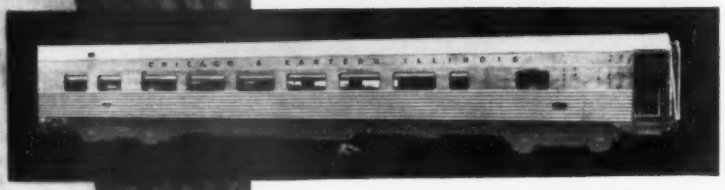

Learn how HELIARC welding can speed production and help you save time and money . . . Contact your local LINDE Representative today.

A new stainless steel window frame is HELIARC welded in place . . . Ten additional passenger cars were remodeled at only 12% of new car cost.

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RAILWAY AGE *weekly* July 22, 1957 • Vol. 143, No. 4

Week at a Glance

Departments

Current Questions 19
Financial 45
Freight Car Loadings 41
New Equipment 41
Organizations 45
People in the News 46
Railroading After Hours ... 32
Railway Market 41
Supply Trade 45
The Action Page 48
What's News in Products .. 38

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RRs oppose microwave 'monopoly' ..... p. 9

Railroads can, in most instances, provide communication services themselves "at considerably less cost than the communications common carriers would charge," D. W. Brosnan, operations vice-president of the Southern, testified recently at the FCC hearing on allocation of microwave frequencies.

Coal's comeback sparks new traffic boom p.20

A bright future for the soft coal industry, the railroads' biggest single source of business, is being shaped by technology, research, new markets and aggressive managements. Consumption of such coal today is running sharply ahead of three years ago and coal-hauling railroads are bracing for more growth ahead.

Two car conversions ring the bell p.28

The "peek-a-boo" gondola and a large dimension wood chip car are two of the Milwaukee's many specialized cars. The units, designed for a specific shipper's requirements, are conversions of existing cars and represent a double advantage to the railroad: They fill a real need, and they save money.

New angle on hot box detector p.31

Here's how the Chesapeake & Ohio management showed the manufacturer of a new electronic hot box detector its willingness to share the expenses of development by placing an early order for the equipment.

Terminal lines ponder TOFC role p.34

The steady expansion of piggybacking in recent years has created puzzling—and as yet unsolved—problems for some of the major terminal lines. Their question is basic: How can we participate in this new business?

The Action Page—Getting passenger business to pay p.48

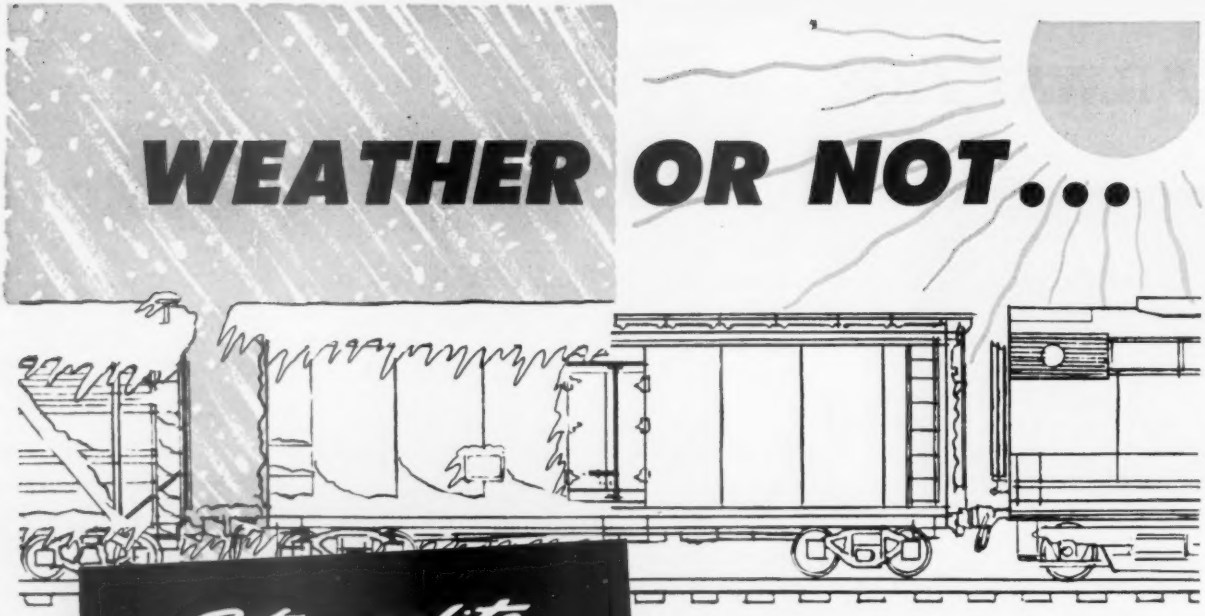
Among the railroads' many current problems, none is more complex than that involving passenger service. Although it's easier to prescribe remedies than to fill them, it can be done, because here and there it is being done.

Short and Significant

No interim mail-pay increase . . .

will be granted to eastern railroads at this time. Their motion for such relief has been overruled by the ICC without prejudice to its renewal after commission consideration of evidence filed

WEATHER OR NOT...



Streamlite HAIRINSUL

protects perishables under all conditions

SIX MAJOR REASONS WHY LEADING REFRIGERATOR CAR LINES SPECIFY *Streamlite HAIRINSUL*

1. **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour, per degree F., per inch thick.
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5. **COMPLETE RANGE.** Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.
6. **HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

Car building engineers have long recognized that Streamlite HAIRINSUL is the most efficient insulation under all operating conditions. A half century of successful use is proof enough that service conditions never retard its high insulating efficiency.

Not only is Streamlite HAIRINSUL a one-time investment; it actually outlives the life of the car and can be salvaged in perfect condition for use in new cars.

AMERICAN HAIR & FELT COMPANY
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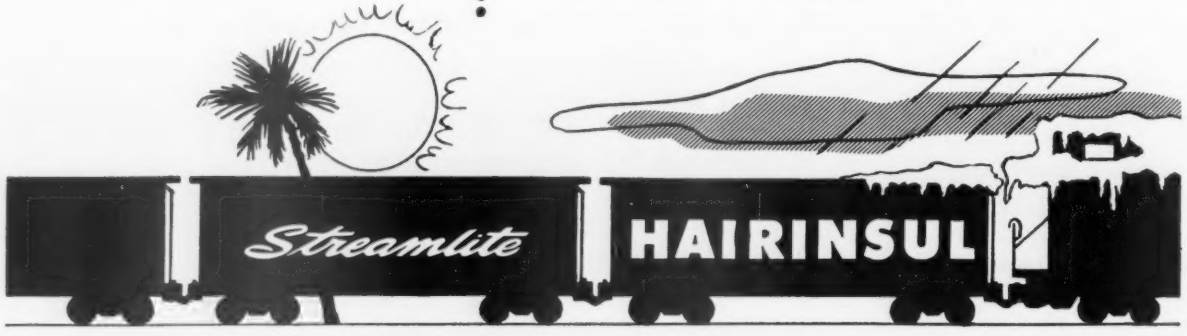

SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

Week at a Glance CONT.

Current Statistics

Operating revenues, five months	
1957	$4,365,911,101
1956	4,336,348,021
Operating expenses, five months	
1957	$3,424,599,021
1956	3,351,512,386
Taxes, five months	
1957	$454,863,574
1956	462,136,901
Net railway operating income, five months	
1957	$376,272,969
1956	416,335,294
Net income estimated, five months	
1957	$287,000,000
1956	324,000,000
Average price 20 railroad stocks	
July 16, 1957	96.06
July 17, 1956	104.25
Carloadings revenue freight	
Twenty-seven weeks, 1957	18,376,844
Twenty-seven weeks, 1956	19,407,343
Average daily freight car surplus	
Wk. ended July 13, 1957	22,616
Wk. ended July 14, 1956	25,122
Average daily freight car shortage	
Wk. ended July 13, 1957	1,858
Wk. ended July 14, 1956	3,975
Freight cars on order	
July 1, 1957	91,810
July 1, 1956	129,409
Freight cars delivered	
Six months, 1957	51,411
Six months, 1956	33,189

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by the Post Office Department last week. Meanwhile, the commission has also overruled a motion whereby the department sought to consolidate issues presented in the separate mail-pay application of eastern, western and southern roads.

Freight-car production leadership . . .

for the first third of the current year is claimed by the American Car and Foundry division of ACF Industries. S. M. Felton, division president, said the division produced 6,567 freight cars during the first four months of 1957, and that "with a substantial backlog of orders we look forward to a continuation of high freight car production for the balance of the year."

The Fourth Section amendment . . .

passed recently by Congress has been signed into law by President Eisenhower. It is a tariff simplifier which limits the ICC's authority with respect to the long-and-short-haul clause to the granting of relief over direct routes. Carriers with indirect routes may now meet the competition of direct routes without prior commission approval.

Casey's fireman dies . . .

Sim Webb, fireman for Casey Jones on the legendary engineer's last run, died July 13 in a Memphis, Tenn., hospital. It was 57 years ago that the legend was born—when Casey Jones rode to his death attempting to prevent a collision between his passenger train and a freight at Jackson, Miss. Webb, a much-interviewed figure in his later years, heeded Casey's shout and leaped from the engine cab to safety moments before the crash.

The rains came . . .

and hit Chicago with 6.24 inches of water in 24 hours July 12 and 13. Railroads south and southwest of the city suffered some damage; the Milwaukee lost a swing-bridge when the span was struck by a runaway barge; but by and large rail movements were near normal, on regular or detour routings.

Iron ore shipments . . .

on the Great Lakes hit a new high for 1957 during the week of July 1-6. Loadings of ore at north Lake Superior ports totaled 3,207,421 gross tons, more than double shipments in the corresponding week last year, when the steel strike began to affect the traffic. Loadings for the week brought 1957 season totals above 1956 figures for the first time.

Terminal resolution approved . . .

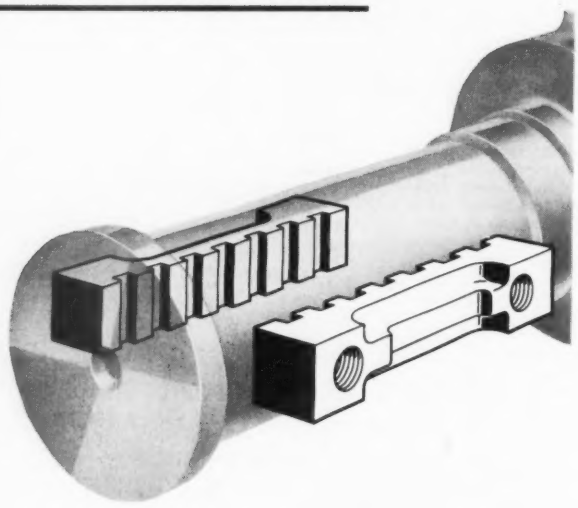
Chicago city council has adopted a resolution creating a railroad terminal authority to move for consolidation of four South Side passenger terminals (Railway Age, June 24, p. 9). Next step will be the filing of a friendly taxpayers' suit to test the constitutionality of the terminal authority act.

R-S JOURNAL STOPS

average better than 6,000,000 car miles per setout...

a FAR BETTER RECORD than

with any other journal box device!



Stabilization of bearing assembly provides a low-cost means of getting better bearing performance, FAST

More than 3,000 freight cars are now equipped with Magnus Journal Stops. These cars have chalked up more than 32,000 car months of service — with only 6 bearing failures. That's an average of better than SIX MILLION CAR-MILES per setout. And it's a performance record that you can't beat with any other type of freight car bearing, regardless of price!

Journal Stops make this kind of performance possible because they eliminate the major cause of bearing trouble — excessive fore-and-aft movement of the journal within the box. Bolted to the box on either side of the journal, they prevent axle displacement even under the most severe switching and braking impacts. Bearing, wedge and lubricator stay *in place* all the time — assuring an uninterrupted oil film, greatly prolonged bearing life and reduced wheel flange wear.

For complete information on R-S Journal Stops, write to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

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Solid Bearings

MAGNUS METAL CORPORATION *Subsidiary of* **NATIONAL LEAD COMPANY**

RAILWAY AGE
The Industry's Newsweekly

RRs Oppose Microwave 'Monopoly'

Brosnan tells FCC railroads can, in most instances, provide communication services themselves 'at considerably less cost than the communications common carriers would charge.'

"We do not believe that such an important natural resource as microwave should be turned over to one industry to exploit as a monopoly."

So said D. W. Brosnan, operations vice-president of the Southern, when testifying recently as a witness for the Association of American Railroads at the Federal Communications Commission hearing on allocation of frequencies for microwave systems of 890 megacycles and up.

"In most instances" he added, "the railroads can provide needed communication services themselves at considerably less cost than the communications common carriers [telephone or telegraph companies] would charge for services of like coverages and the use of circuits and other plant facilities. To pay such higher costs is to exact from the public an extra and unneeded additional cost in transportation."

Railroads have always been heavy users of communications and have definite need for microwave, particularly to better and expand their communications facilities, Mr. Brosnan said.

"It is essential that a railroad furnish its own communications, for the most part, rather than depend entirely upon the communications common carrier. We must not be in the position of having to adapt railroad operations to whatever kind of communications facilities the communications common carriers are willing to furnish. Railroad communication facilities must be adapted to railroad needs.

"Instances can be cited," the railroad officer continued, "where the communications common carriers were either unable or unwilling to furnish requisite communications facilities along railroad rights-of-way, or quoted prohibitive cost figures. We believe that the communications common carrier in the public interest should be required to interconnect with privately owned communications facilities."

Concluding, Mr. Brosnan said the railroad industry has no quarrel with the communications common carriers, and that many roads will continue to lease part of their facilities from such carriers. But railroads "should in the public interest have freedom of choice to select the most efficient means of communication. I therefore urge the commission to make ample provision in this part of the [microwave] spectrum for the future needs of railroads."

The microwave battle has seen salvos so far fired by both sides—telephone and telegraph companies, who contend they should be allocated the microwave spectrum for common carrier communications, on one side, and railroads, pipelines and other private users, who contend they should be allocated microwave channels, on the other. American Telephone & Tele-

Loomis Is 'Likely' to Succeed Faricy

Daniel P. Loomis, presently chairman of the Association of Western Railways at Chicago, is being widely mentioned in industry circles this week as the person most likely to succeed William T. Faricy as president of the AAR.

The change may be announced within the next few days, following the July 26 special meeting of AAR member roads in Chicago.

Mr. Faricy would continue with the AAR, becoming chairman and chief executive officer until the time of his actual retirement next year (Railway Age, July 8, page 10).

The position of chairman will be a new one for the AAR, and member road action creating the job would be required as a prerequisite to selecting Mr. Faricy's successor.

Mr. Faricy, who is 64 has been AAR president since 1947. He has made no secret in recent months of his desire to retire on attainment of age 65. If the AAR's plan of organization is changed at Friday's meeting, he is expected to become chairman until April 1, 1958, about a month after he turns 65.

Concurrent with reports of the Loomis-Faricy shift, at least one other change in the AAR organization is considered a likely possibility. This would involve strengthening the public relations organization by additional top-level personnel.

Western railroads reportedly are already studying the matter of a successor for Mr. Loomis. This decision is expected later this month.

Calgary 'Stampede' Opened by Railroader

Both N. R. Crump (above, left), president of the Canadian Pacific, and his daughter Janice (center), took part in the parade at the Calgary, Alta., "Stampede," which Mr. Crump officially opened on July 8. Mr. Crump participated as a passenger in the rodeo president's buggy.

graph Company, Western Union Telegraph Company, the AAR, Santa Fe, Rock Island, Southern and Southern Pacific have presented testimony before the commission. The commission won't be thinking about a decision until all testimony is in, which is expected to be sometime in September.

AT&T and Western Union presented testimony against unrestricted licensing, and agreed generally that licensing private point-to-point microwave systems for general business and industrial purposes, where common carrier communications facilities are available, would be injurious to the general public. Referring to the private microwave systems of railroads, pipelines and other utilities, T. F. McMains, vice-president, Western Union, said the commission's practice of permitting construction of private microwave systems, "if continued and broadened as now requested, will impair the efficiency of the common-carrier systems upon which the public and the government rely. The broad interests of the public and national defense must override the narrow interests of particular users."

On the other hand, E. T. Lockwood, assistant vice-president, AT&T, said "the licensing of private point-to-point radio facilities to agencies responsible for public safety and to so-called 'right-of-way' companies, such as railroads, power companies and oil and gas pipeline companies, may well be justified by the special conditions inherent in these undertakings. We have not in the past, and do not now, oppose the allocation of frequencies to them, where these frequencies are primarily used to meet special operational requirements of these businesses."

Why microwave for railroad communications? "The primary advantage is its large capacity for telephone and telegraph channels. A second advantage is its relative economy, and a third is its reliability." Thus did J. A. Parkinson, general superintendent communications, Santa Fe, sum up microwave's advantages in his testimony.

Discussing private vs. common carrier, Mr. Parkinson said: "It is a matter of common knowledge and experience that for communications common carriers to provide the *same* service the railroad provides they must supply the *same* facilities the railroads have." Because railroads own their rights-of-way, for one thing, it is "impossible for communications common carriers to furnish their services to railroads as economically as the railroads can provide them."

"A railroad is run by its communications," testified C. R. Tucker, vice-president operations, Santa Fe. Emphasizing the increased use of communications by that railroad, particularly for data transmission and wheel reporting, he said: "Microwave is but one of the many new technologies which can be used to modernize our communication facilities, to make them more reliable, and enable them to carry a heavier communication traffic load."

"To deprive railroads of allocation or assignment of frequencies and authority to install microwave is going to deprive them of the right to expand their communication necessary to operations, essential to public welfare and necessity, and to our government, particularly in times of war," J. W. Corbett, vice-president operations, Southern Pacific, testified.

A. E. DeMattei, superintendent communications, Southern Pacific, said that a saturation point is being reached regarding the amount of carrier facilities that can be handled on wire lines. "Microwave with its greater channel capacity, and more important, with its increased reliability, seems to be the long term answer to the problem," he concluded.

"Microwave is a technological development capable of being readily linked into existing private wire systems such as ours and making them more efficient. A policy that would require consideration of the availability of communications common carrier facilities before private microwave systems would be authorized might have the effect of denying to railroads the use of any microwave." So said L. R. Thomas, electronics engineer, Santa Fe, when testifying for the AAR.

Private microwave users, such as railroads, gained support from Victor R. Hansen, head of the Antitrust division of the Department of Justice. In a letter to the chairman of the FCC he said that, by preferring communications common carrier operation of microwave systems, competition would be distinctly lessened and monopoly encouraged in this field. Referring to Section 314 of the Communications Act of 1934, Mr. Hansen said the act indicates Congressional intent to rely on competition to regulate and develop the communications field to the greatest possible extent. Nothing in the act, he said, indicates that any particular portion of the spectrum should be "turned over" to communications common carriers.

ICC Ends Inquiries Into McLean Activities

The Interstate Commerce Commission has found that no present violations of the Interstate Commerce Act are involved in the activities of Malcom P. McLean and his associates.

With that finding, it has discontinued its investigation of transactions whereby McLean interests acquired control of Pan-Atlantic Steamship Corporation, an Atlantic-Gulf coastwise operator, and Waterman Steamship Corporation, which surrendered

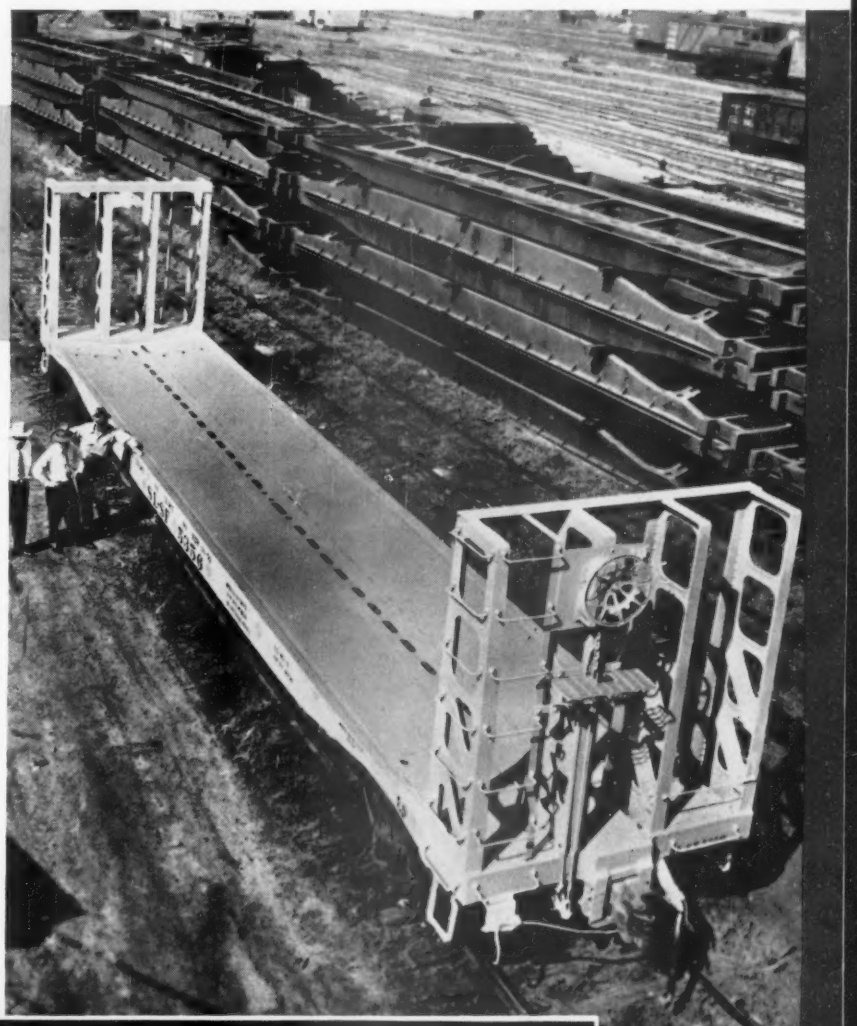
(Continued on page 13)

For **Greater Strength**

Maximum Capacity–Maximum Revenue

NEW 70-TON PULPWOOD CARS

with Commonwealth One-Piece Underframes and Interlocking Cast Steel Bulkheads



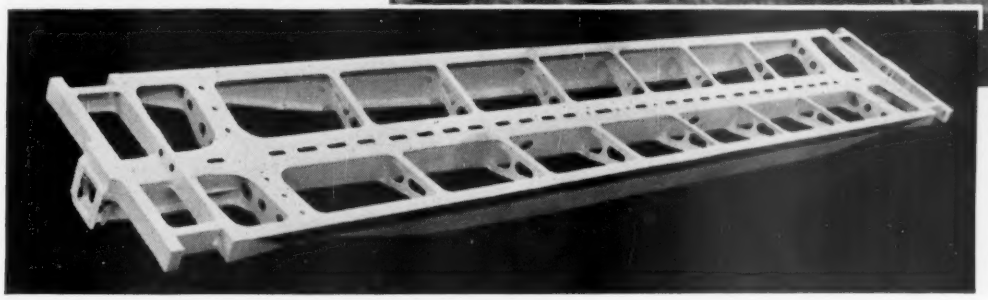
Now on order or building for

Atlantic Coast Line
Missouri Pacific
St. Louis-San Francisco
St. Louis Southwestern

More and more railroads are using Commonwealth Underframes for greater payload . . . more round trips per month . . . lowest upkeep costs and maximum revenue.

The maximum capacity of these well designed 70-ton cars—approximately 30 cords—is made possible by the use of Commonwealth One-Piece Cast Steel Underframes and Interlocking Bulkheads which provide greater strength at less weight. Five of these larger cars handle a load which would require seven 50-ton cars, thus permitting shorter trains and reducing switching costs.

What's more, corrosion is no problem, and these cars provide longer life, continuous availability with Underframes and Ends that are *maintenance-free.* If you aren't realizing the profitable investment Commonwealth Underframes offer, it will pay you to act now.



GENERAL STEEL CASTINGS

GEARED TO PROGRESS
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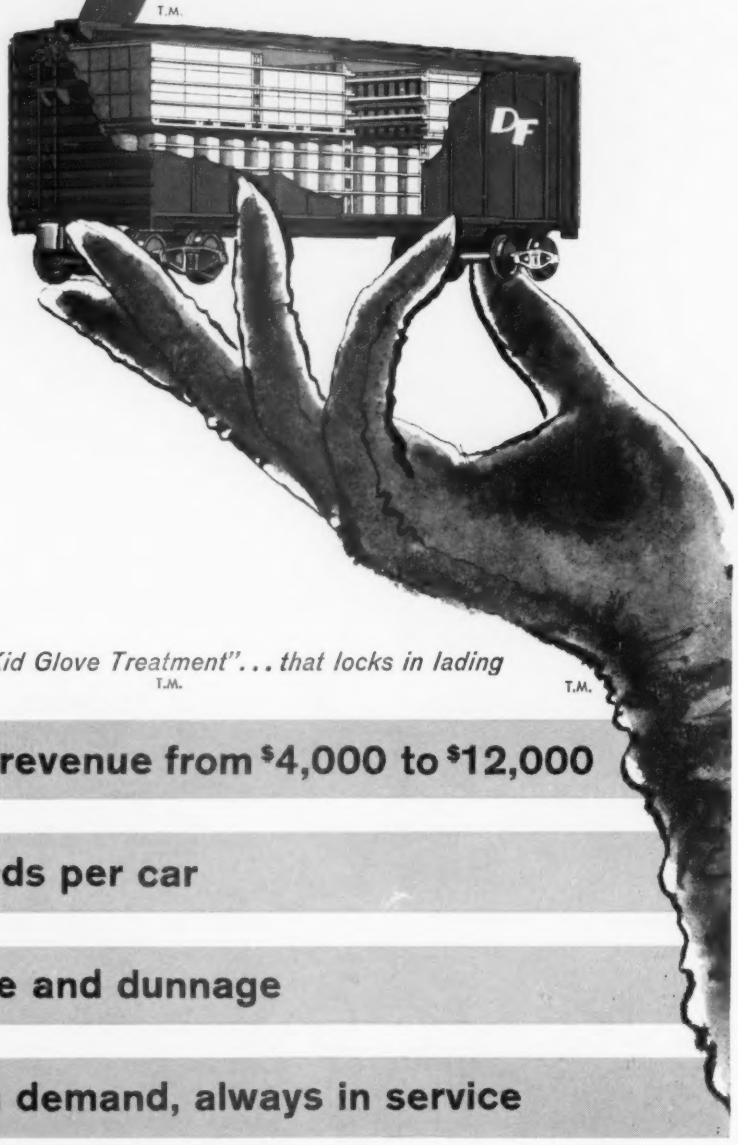
MEMBER

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.

EVANS DF CARS...

T.M.

popular and profitable



The "Kid Glove Treatment"... that locks in lading
T.M. T.M.

- DF raises a box car's revenue from $4,000 to $12,000
- DF allows heavier loads per car
- DF eliminates damage and dunnage
- DF cars are always in demand, always in service

EVANS PRODUCTS COMPANY • PLYMOUTH, MICHIGAN

EVANS DF LOADER

EVANS PRODUCTS COMPANY also produces: Evaneer fir plywood; Evanite hardboard; fir lumber; Evanite battery separators; truck and bus heaters; Evans bicycles and velocipedes

(Continued from page 10)
its intercoastal rights so its acquisition would not require ICC approval. Pleadings in the case (No. MC-F-5976) included a complaint filed by a group of railroads.

The commission did find that power to control or manage Pan-Atlantic in a common interest with McLean Trucking Company was effectuated by McLean interests in 1955 in violation of the act's Section 5(4). But it went on to find that the violation had been terminated a few months later when the trucking company stock was sold to a group of underwriters.

Among the issues was one involving the right of Waterman to surrender its certificate and thus remove itself from the commission's jurisdiction. The commission's secretary rejected the tender of the certificate. The commission's report said it should have been accepted for cancellation—because "we are without power to compel a water carrier to stay in business if it desires to discontinue operations."

Jackson, Miss., Added To IC Piggyback Service

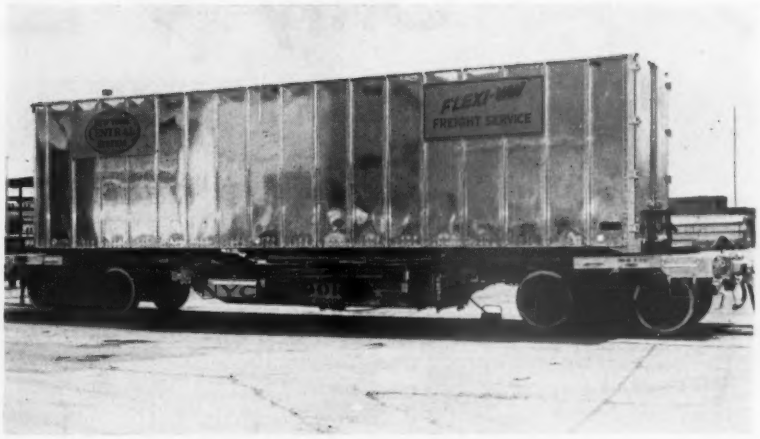
The Illinois Central expanded its piggyback service July 15 to include Jackson, Miss.—the fifth key point on the IC where trailer-on-flatcar operations are underway.

The road began piggyback with a Chicago-Memphis service in June 1955. Earlier expansions brought the service into New Orleans (June 1956) and St. Louis (November 1956). IC's program was originally set up to handle less-than-carload shipments at regular LCL tariff rates, but the service was broadened in October 1955 to include truckload shipments at rates competitive with common carrier highway rates.

'Lark,' 'Starlight' Coast Streamliners Combined

Southern Pacific's two San Francisco-Los Angeles overnight streamliners, the "Lark" and the "Starlight," were consolidated July 15. Authority for the move was given July 2 by the California Public Utilities Commission on an interim basis, while commission staff studies of SP passenger service are being completed.

The combined train will make all stops now made by both trains and will run on the "Lark" schedule—9 p.m. (Daylight time) departures from San Francisco and Los Angeles and 8:30 a.m arrivals at each terminal. Southern Pacific said second sections of the train will be operated when enough business is available.



NYC Will Display Its 'Flexi-Van' in 13 Cities

The New York Central "Flexi-Van" piggyback service is being displayed for shippers and the press in 13 cities this month and next. "Flexi-Van" makes use of a new technique for separating the wheel assembly from a loaded highway trailer and placing the trailer, without wheels, aboard a specially developed flat car (Railway Age, Apr. 8, p. 10). The new flat car—shown above, with "Flexi-Van" fully positioned and ready to travel—is 41 ft, 2 in. long and consists, basically, of only a 32-in.-wide center steel beam mounted between two railroad passenger car wheel assemblies. Car and van were built by Strick Trailers, a division of Fruehauf Trailer Corporation. Use of "Flexi-Van" for handling mail from and to Chicago and points in Michigan is being studied, says Leo L. Mellam, president of the New York Central Transport Company, the road's trucking subsidiary. The mail service would be on passenger and mail trains.

Argentina to Be Host to Railroaders

The IX Pan American Railway Congress is scheduled to be held in Buenos Aires on August 30-September 13, with the Argentine Government as host. The last previous Congress—the eighth—was held in Washington, D. C., and Atlantic City, N. J., in 1953. Delegates from most of the American republics attend these Congresses, to the number of 150 or so (not counting those from the host country).

In addition to consideration of formal papers on technical railway subjects (of which upwards of 200 have been submitted, 50 from the U.S.A.), there will be several trips to places of railway interest in Argentina. The delegates will help the country celebrate its railway centennial on Aug. 30.

There also will be an exhibition of railway equipment. The official U.S. government delegation of 8 is expected to be headed by W. T. Faricy, president of the AAR. Along with the official delegation, there will be a group of "technical advisors" of about 20; probably with other U.S. people in attendance as representatives of individual railroads or manufacturing companies.

Executive secretary of the U.S. National Commission to the Pan American Railway Congress Association is Dr. Herbert Ashton at the Department of Commerce, Washington.

New Traffic Research Planned in East

A broad new traffic research program will be launched August 1 by the Traffic Executive Association, Eastern Railroads.

Directed by Dr. James G. Lyne, editor of Railway Age and president of Simmons-Boardman Publishing Corporation, the new research group will study actual and potential markets for rail freight transportation.

Traffic volume now moving by the different forms of transportation will be analyzed, along with comparative costs and rates.

When he announced the new program last week, E. V. Hill, chairman of the Eastern association, pointed out that traffic research like this "is in the interest, not alone of the Eastern rail-
(Continued on page 16)

Only VELAC* is Fully Automatic!

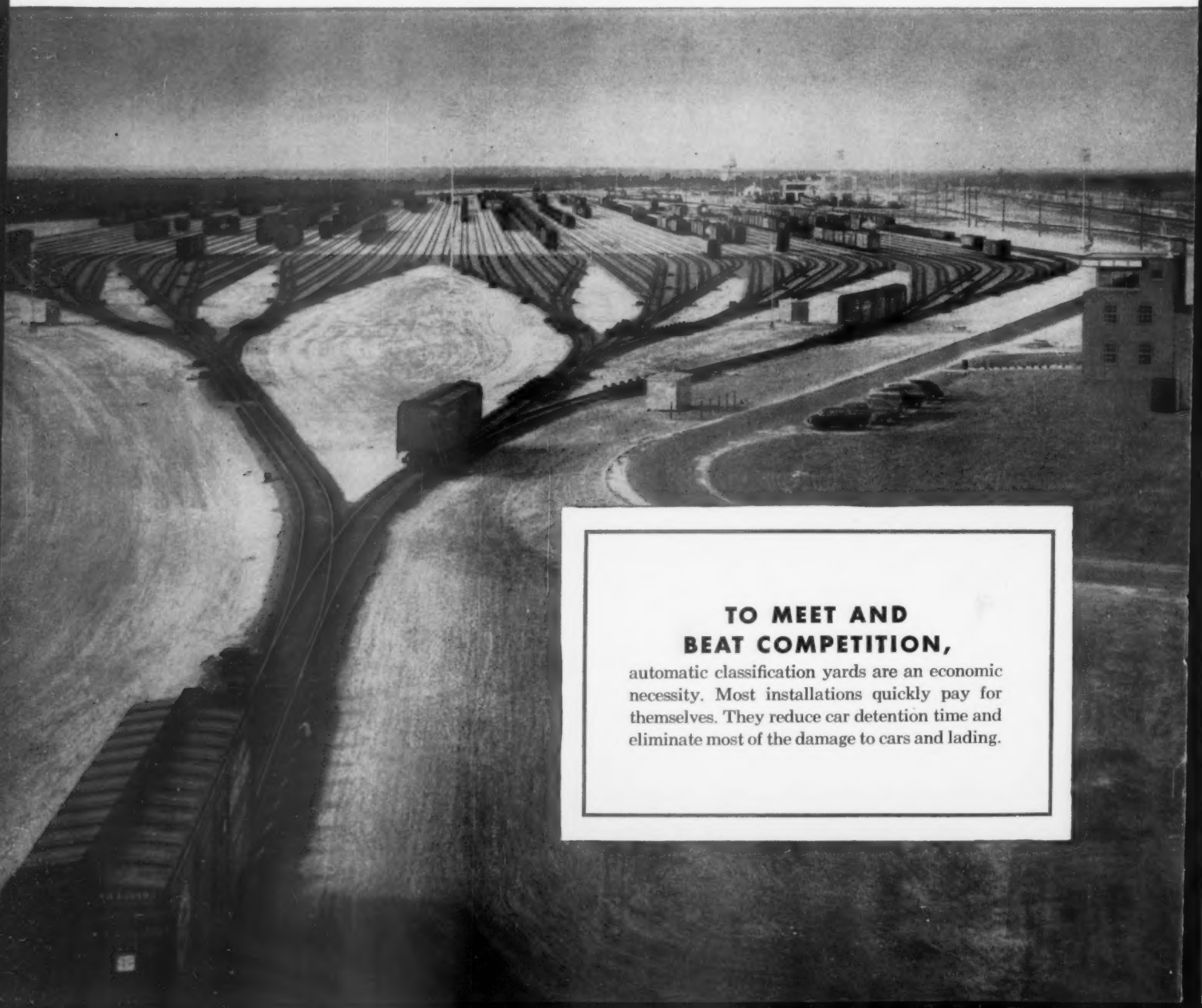
WHAT MAKES a classification yard fully automatic? We believe the following components are essential:

- Programmed switching to permit cut list to be automatically fed into automatic switching system.
- Switch machines that operate quickly.
- Retarders that provide immediate response to changes in braking requirements.
- Automatic Retarder control for precise regulation of car speeds.
- Sensing devices to measure car weight, tangent track rolling resistance, curved track rolling resistance and distance car must travel.
- Electronic computer that instantly evaluates information from sensing devices in order to release each cut of cars for a safe coupling to prevent impact damage.
- A control machine that provides basic operational information necessary for over-all yard coordination with essential finger-tip controls for use when required.

Union Switch & Signal's VELAC Automatic Classification Yard System is the only one that provides all the components necessary for a *fully automatic* yard.

Write or call our nearest office for complete information.

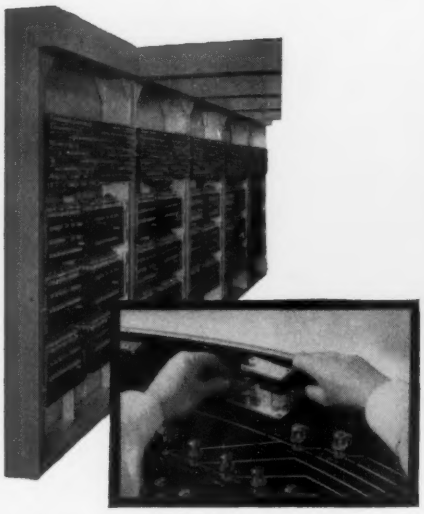
*Trademark



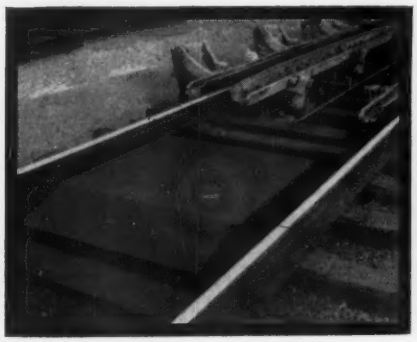
TO MEET AND BEAT COMPETITION,

automatic classification yards are an economic necessity. Most installations quickly pay for themselves. They reduce car detention time and eliminate most of the damage to cars and lading.

Classification Yard System

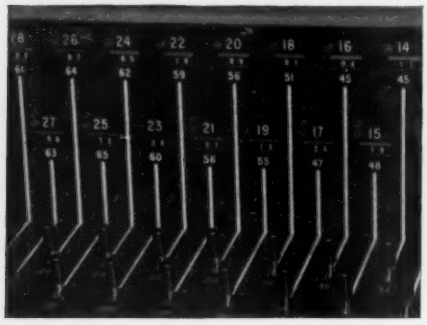


▲
PROGRAMMED SWITCHING
This UNION development permits an operator to classify an entire train with one push of a single button. A perforated tape containing the track destination of each cut is fed into the automatic switching system which sets up the required routes automatically.



▲
AUTOMATIC SPEED CONTROL
This provides automatic control of retarder pressure to obtain the desired velocities determined by the computer. Photo shows antenna for radar used in VELAC System to continuously measure velocity and acceleration from which rolling characteristics are determined.

▲
WEIGHT CONTROL
Weight information is used to automatically select desired leaving speed and braking pressure of the master retarder. It is also used to preset the final retarders to obtain greater accuracy in leaving speeds.



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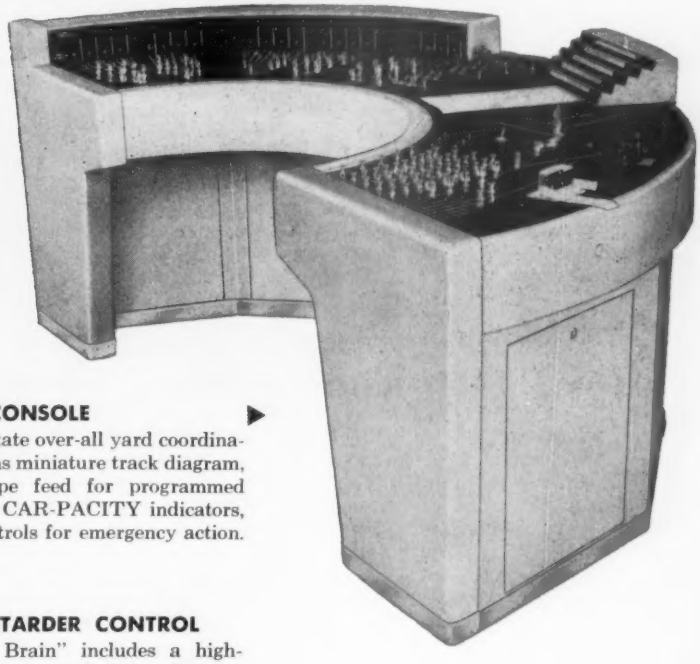
CLASSIFICATION TRACK CAR-PACITY
Automatically determines the number of cars on each classification track and transmits this information to the electronic computer. Photo shows CAR-PACITY indicator, showing remaining track capacity as another factor in calculating final leaving speed.



NEW U-TYPE CONSOLE ▶
Arranged to facilitate over-all yard coordination, panel contains miniature track diagram, indicator and tape feed for programmed switching system, CAR-PACITY indicators, and finger-tip controls for emergency action.

AUTOMATIC RETARDER CONTROL
◀ This "Electronic Brain" includes a high-speed computer of our own design and manufacture. It combines information from the sensing devices with information concerning individual track and external conditions, instantly calculates proper leaving speed, and automatically controls the retarders to assure that each car couples at just the right speed.

UNION SWITCH & SIGNAL
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY
SWISSVALE, PENNSYLVANIA
NEW YORK.....PITTSBURGH.....CHICAGO.....SAN FRANCISCO

(Continued from page 13)
roads, but of the entire railroad industry."

We shall cooperate fully, he said, with parallel research activity which may be undertaken by railroads in other territories and by other interests whose goals are similar to ours.

"Vast changes have occurred and are occurring in the physical facilities of transportation," Mr. Hill added. "Studies of comparative costs and charges of the different agencies of transportation have not kept pace with this physical development; and the result has been serious maladjustment in the economic division of traffic among the various forms of transportation."

Mr. Lyne will not relinquish his editorial and publishing duties as he helps organize and direct the new research project.

Mr. Hill noted that Railway Age has campaigned for several years for "just such a study of traffic volume, costs, rates and service by the railroads." In helping initiate such a project now, Mr. Lyne will bring to it "the same independence he always has had and continues to have in editorial discussion of this and other railroad problems in his magazine."

SP Opens Case for Zone Fare System

Southern Pacific has opened its bid for increased commuter fares on a zone fare system at hearings before the California Public Utilities Commission in San Francisco. Involved in the case are 27 stations served in SP's San Francisco Peninsula operations.

Evidence lined up for the hearings by the railroad indicates that it now has an average revenue per Peninsula passenger trip of about 48 cents, out-of-pocket expenses averaging 57 cents and a loss per passenger trip of about 9 cents. With the zone fare setup, SP expects average per passenger revenue of 51 cents and expenses of 54 cents, thus cutting its loss per passenger trip to 3 cents.

In stating its case for the zone plan, SP warned that the fare boosts it seeks would have to be higher if the zone proposal is not used. Railroad officers said the zone setup can trim commuter losses by about $200,000, which would be "direct savings to our commuters, because that money would otherwise have to be added onto the fares."

As an alternative, if the zone plan is not adopted, SP prepared a proposal calling for uniform increases for all Peninsula stations. The road emphasized, however, that all proposed commuter fares under the zone plan would be lower that under the alternate plan. The uniform increase would add about 14% in gross commuter revenues per year, compared to 8% under the zone system.

SP estimated present yearly out-of-pocket losses at $800,000. With the zone system and an accompanying 8% rate increase, it estimated savings which would cut the loss to $290,000 per year.

The railroad's proposal for the zone setup included a simplified ticket system consolidating the Peninsula stations into five basic zones (Railway Age, May 6, p. 15).

MP Construction Involves $9 Million

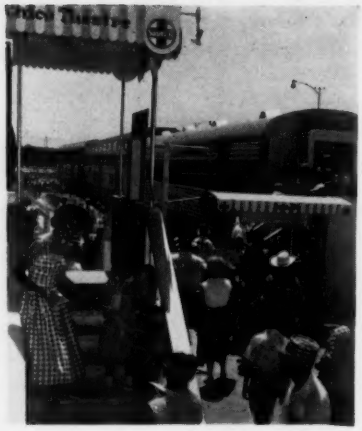
Missouri Pacific construction projects in progress or listed as approved call for expenditure of almost $9 million.

About $2 million of the total involves work at Kansas City, Mo.—including purchase of additional land for construction of a hump yard ($435,000); grading for a double hump retarder yard ($456,300); construction of a new power plant ($251,800), car repair facilities ($630,200), and a power distribution system for the retarder yard ($189,000). Plans are also being prepared for communications facilities in the yard.

Three other million-dollar-plus projects involve waterway work: alteration of track at Marianna, Ark., $1,251,000 (government expense); relocation of main track at Toronto, Kan., because of construction of Toronto Reservoir, $1,397,230 (government expense); and relocation of main line at Dinero-Mathis, Tex., because of construction of Wesley Seale Dam and Reservoir, $1,525,000. A fourth project, totaling $495,910 at Kaw Valley Drainage District expense, involves bridge and trackage changes at Kansas City, Kan., in connection with a flood control project.

One major signaling project, involving installation of CTC between Leeds, Mo., and Kenneth, Kan., and replacement of an interlocker at Dodson, Mo., is listed as two-thirds completed. Total cost of the work will be about $241,800.

In all, 48 projects are listed by Mopac. Other large expenditure items include: removal of steam locomotive facilities and installation of steam generators at Dupo, Ill., $128,950; track and bridge realinement at Bixby, Ill., $118,600; line and grade revision, Piedmont, Mo., $197,700; construction of three yard tracks, cross-over and new yard office, extension of one track and retirement of three tracks at Lake Charles, La., $185,600; bridge reconstruction at Ridge, Tex., $157,800.



Rail Exhibit Popular Place

Santa Fe's "Chico Theatre"—a freight car converted into an air conditioned movie theatre— was a popular spot at the recent Oklahoma Semi-Centennial Exposition in Oklahoma City. Three railroads—Santa Fe, Rock Island and the Frisco—presented a railroad exhibit, which had been visited by almost half a million people with a week still to run. Illustrated pamphlets distributed at the rail exhibit outlined the industry's place in Oklahoma's development, both 50 years ago and today.

'Record' Blast Provides Rock for Salt Lake Fill

Approximately 1,700,000 lbs of explosive were set off July 21 to provide Southern Pacific with about 3,000,000 tons of crushed rock for its $49 million Great Salt Lake causeway project. According to SP, the blast was the largest non-atomic explosion ever detonated in the United States.

The explosive was packed in tunnels at the base of a 200-ft quarry wall. The blast turned an estimated 2,000,000 cubic yards of hard quartzite into crushed rock. The material will be loaded in giant barges and hauled out on the lake for dumping.

In preparing for the explosion, engineers selected two points 1,300 ft
(Continued on page 42)

Great Northern "Push-button" Gavin Yard at Minot, North Dakota. (Prints of this painting suitable for framing available on request.)

Modern railroading equation: YARD AUTOMATION + STANDARDIZED ROLLING STOCK

Modern car handling methods and rolling stock are stepping up the service pace throughout the entire "Great American Railway System." For example: the Great Northern estimates time savings on car handling will exceed 60,000 car days per year through the modern miracle of electronic classification at its Gavin Yard in Minot, North Dakota. The Great Northern completes this picture of modern railroading by including the use of standardized, mass-produced freight cars made by Pullman-Standard.

Over ten years ago, Pullman-Standard introduced standardization with the PS-1 Box Car. Today the PS-2 Covered Hopper, PS-3 Open Top Hopper, PS-4 Flat Car and new PS-5 Gondola offer shippers and railroads *full line* standardization. Write today for brochures on each of the P-S standardized freight cars.

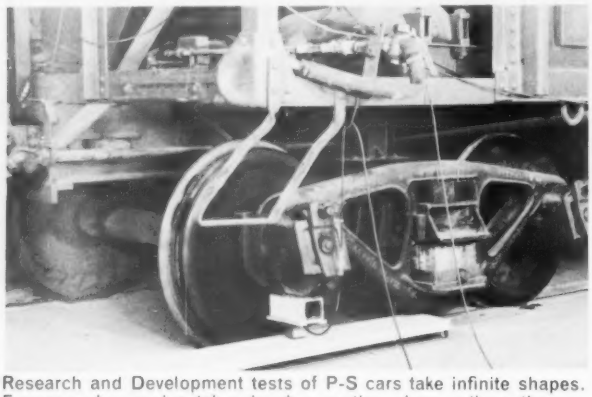
Pullman-Standard Car Manufacturing Company,
221 North LaSalle Street, Chicago 1, Illinois.

P-S CARAVAN CELEBRATES 10th ANNIVERSARY OF STANDARDIZATION

During 1956, the Pullman-Standard standardization caravan stopped at nine railroading centers. Here, in Washington, D. C., rail executives and representatives from many government agencies, including the armed forces, were among the hundreds who closely inspected these modern, standardized freight cars.

Each PS-4 plank is secured to the underframe with adequate fastening, including bolts and floor clips. Here W. M. Love (left) of Pullman-Standard points out how this keeps decking flat to Mr. G. F. Van Pelt and Mr. Emil R. Krause (right) of the North Western Railway.

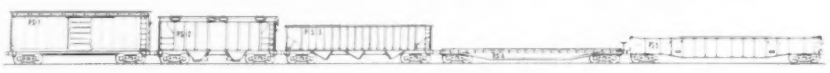
In Philadelphia, a Pullman-Standard PS-1 Box Car provided the focal point for a discussion of standardization by A. F. McSweeney, Pennsylvania Railroad, T. H. Callahan and F. L. Murphy of Pullman-Standard and H. M. Wood of the Pennsylvania Railroad.



Research and Development tests of P-S cars take infinite shapes. For example, movies taken in slow motion show actions the eye cannot see. This technique reveals what actually happens to freight car parts during running service and train make-up.

Pullman-Standard has invested millions of dollars to develop pace-setting production processes that provide products with superior performance qualities. These modern methods facilitate precision construction and provide better cars at a lower first cost.

Built to serve best on the
GREAT AMERICAN RAILWAY SYSTEM



WORLD'S LARGEST MANUFACTURER OF ROLLING STOCK

PULLMAN-STANDARD

CAR MANUFACTURING COMPANY

SUBSIDIARY OF PULLMAN INCORPORATED

221 NORTH LA SALLE STREET, CHICAGO 1, ILLINOIS

BIRMINGHAM, PITTSBURGH, NEW YORK, SAN FRANCISCO, WASHINGTON

Current TRANSPORTATION DEPARTMENT Questions

Have the railroads programs for training new personnel?

This question was the subject of a committee report presented at the recent meeting of the American Association of Railroad Superintendents. I judge, after reading the report, that the practice of training new men is not as widespread as the committee would like it to be. The report points out that in some yards and terminals the turnover rate for employees is "well in excess of 100% per year." The committee noted that: "While there undoubtedly are other factors involved, it is a safe bet that part of the difficulty can be found in poor employment and training procedures."

The cost of such turnover must be tremendous. One (non-railroad) company estimated that its costs of hiring, training, etc., for employees who stuck for less than six months were about $557. While it may or may not cost a railroad that much, it's easy to see that turnover costs a lot of money.

The committee seemed to feel that one thing which could help reduce this turnover was an orientation program. In such a program the new employee would be made acquainted with the company, its history, organization "and the service it provides." He also should be informed of company policies and requirements which affect him and his job, and of his obligations to the company. Various tools and procedures may be in the orientation program, the report points out. No matter which tools are used, "the objective is the same; to help the new employee adjust to his new work situation, and to lay the groundwork for the development of a positive attitude toward his job and his company. Will he be an asset to the company, both on the job and in the community? Or will he be an uninspired and disgruntled individual who manages to 'just get by' on the job? At least a part of the answer will depend on the manner in which he is received into the company and whether he is made to feel that he is a member of a team and performing an important job. Proper orientation is not something we should do merely out of the goodness of our hearts. This is a serious business and is an aspect of training that can have important effects upon our costs of doing business."

There's food for thought here. What's the turnover rate at your terminal?

Why are railroads buying 50-ft. box cars now?

An increasing proportion of 50-ft box cars are being purchased by the railroads, while a few years ago most orders were for 40-footers. Is this an actual trend? If so, what is behind it?

I received a number of replies to this question. A few respondents simply said that their railroads' patrons wanted the larger cars. Others spelled out some of the "whys" of this shipper demand.

D. A. Baumgartner, general superintendent transportation of the Santa Fe, for instance, had this to say, in part: "There is an increasing demand for the 50-ft box. Greater cubic capacity and floor space permit economy in loading as a result of eliminating the necessity to load packaged and sacked goods as high as in 40-ft cars." Such cars, Mr. Baumgartner continued, must be "general purpose." Therefore, since they have wide single doors or double doors, stations which furnish shippers such cars for loading of bulk commodities also supply paper grain doors.

From down Texas way, **L. C. Porter,** vice-president—operations of the Texas & Pacific, wrote: "There is some indication that the cube of the car loading is increasing while the weight per unit remains more or less constant. However, the increasing demand for 50-ft cars, and our wish to provide patrons with the type of equipment they desire were the principal factors that influenced us to order larger cars. The trend toward mechanized and palletized loading has created the need for a car with more square feet of deck space."

The Chesapeake & Ohio, too, has been ordering 50-footers. Operating Vice-President **M. I. Dunn** tells me that in addition to furnishing shippers what they want, his railroad was trying "to encourage heavier loading."

One correspondent, **J. D. Bond,** general manager of the Soo Line, ascribes his road's ordering of the larger box cars to the needs of specific industries. "To accommodate the handling of cans for canneries, paper products and insulating material" he says, "we have found it necessary to furnish shippers in our territory with cars having a larger cubical capacity." Those are rather light-loading but relatively bulky commodities which he mentions.

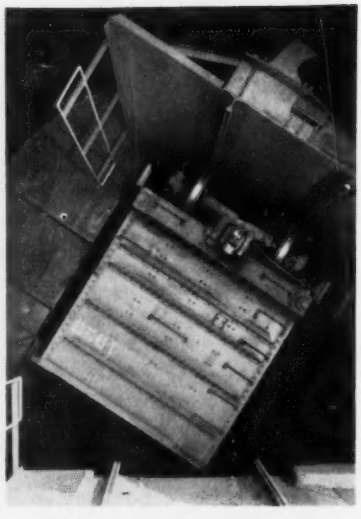
There are a number of reasons why shippers today want the larger cars, says the Baltimore & Ohio's general superintendent of transportation, **A. W. Conley.** Substantially, they are: "(1) Consumer buying in larger quantities due to increased production; (2) increased demand for light density commodities, such as paper napkins, cleansing tissues, TV sets, etc.; (3) decentralization of the automobile industry, resulting in shipments of parts, fenders, roofs, etc.—many of which are light and bulky—to assembly plants; (4) rising labor costs have encouraged more mechanical loading, involving the use of larger packages, bundles and pallets, and creating a demand for larger cars with wide and staggered doorways; and (5) alternating tariff minimum weights which provide incentives to shippers to load to higher minima at lower rates."

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

UNDERGROUND, coal is being ripped out of the earth at a record-breaking pace. Wholesale mechanization since 1945 has upped average production per man-day by 70%. Present estimates place 1957 total production at 506 million tons. Electric utilities, which take 32% of output, are coal's biggest customer.

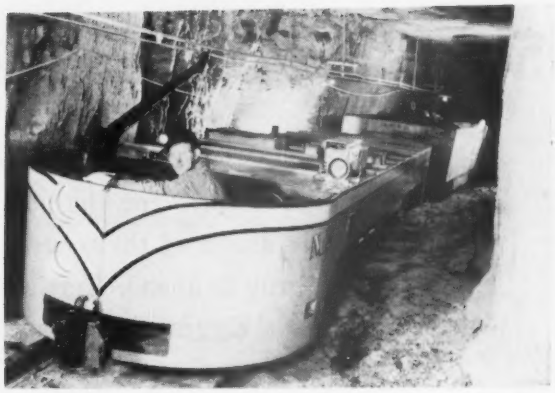
Revolution in Mining

ROLLING TO MARKET, a solid trainload of coal trails along the Tug River in W. Va. Coal's growth has sparked a new traffic boom for coal-hauling roads.



CARS ROLL OVER at destination as coal is quickly dumped.

ABOVE GROUND, giant shovels add a new dimension to surface mining. This unit, tall as a 16-story building, will take a 60 cubic yard bite weighing 90 tons.



BIGGER LOCOMOTIVES pull coal to the surface. This 480-hp electric unit, equipped with radio-telephone, will handle 30 to 40 fully loaded 10-ton cars.

COAL FLOWS, four sizes at once, into N&W cars at West Virginia mine. Run-of-mine coal is cleaned and processed before loading for shipment.

and Materials Handling

Text on next page

EXPORT BOOM helps keep coal market growing. Yards like this one at Norfolk, Va., are vital link in transport chain stretching to Europe and Far East.

Soaring Coal Sparks RR Traffic Boom

Technology, research, new markets and aggressive managements are shaping a bright future for the soft coal industry. Consumption today is running sharply ahead of three years ago and coal-hauling railroads are bracing for more growth ahead. Here's the up-to-now report on what's happening to the railroads' biggest single source of business.

By **VINCENT J. BIUNNO**
Special to Railway Age

In Clinchfield, Va., this summer a big coal mine abandoned since World War I is again back in active production. With a modern high-speed preparation plant—which two men can control because all machinery works automatically—this one reborn facility can wash, screen and dry 450 tons of run-of-mine coal an hour.

This kind of coal story, with mechanization playing a key role, is not uncommon these days. Coal is booming. Feeding on healthy domestic demand, much of it from utility companies, and bolstered further by an export market that absorbs above 10% of production, the coal industry has come alive with a vigor hardly anticipated even in 1955. Estimates put this year's output well above 500 million tons.

For coal-hauling railroads this resurgence has already spelled business, and every prediction is for more. Most of the revival is in bituminous, true, but now anthracite shows signs of picking up too, as the Reading can testify. A sizable number of roads, including not just Pocahontas Region lines but those in the Midwest and Far West as well, are thriving on the healthy tonic of coal's boom. The telegrams reproduced on these pages are evidence of what this means in terms of traffic, equipment orders and larger investments in improved coal-handling facilities.

Today's bustle in coal didn't just happen. It is a tribute to aggressive management, research and advanced technology. An industry which felt a hard business pinch after World War II has now rallied successfully.

Since 1945, except for a brief period during the Korean War, coal production was on the decline. Traditional markets shifted; the challenge from other fuels was difficult to meet. Money for adequate research was not then available. Wages, largely for hand labor, were taking some 70% of the selling price of the coal at the mine. As an added handicap, the industry was divided into several thousand producers, no one of which commanded any sizable portion of the business.

Before a decisive turning point was reached the railroads—long a big coal customer themselves—had largely dieselized, space heaters looked more to oil and gas, steam plants were invaded with foreign oil and off-peak gas.

Then, quite suddenly, coal production increased almost 20% without a build-up in consumer stocks. A changed fuel pattern began to emerge which promised new hope. The steady growth of steel, electric power, cement and other users built a demand that began to exceed the tonnage lost among transportation and retail customers. The feeling took hold that balance could be achieved between coal's declining and expanding markets.

One of the industry's first moves toward grabbing its new opportunity was to effect a number of mergers. This resulted in fewer but more sound companies with enough capital for research and modernization of mines.

Fueling the Comeback

One of the major forces behind coal's revitalized market outlook is the growing thirst for electrical power. Power production absorbed an estimated 155 million tons of coal in 1956—and some estimates now indicate that by 1965 this market alone will require 190 million tons of coal annually.

All present evidence also points to the fact that it will be a long time before nuclear power will be cheap enough to compete with coal. At present nuclear power is produced by the government at public expense, and true costs have been a secret. Recently, however, the Joint Congressional Atomic Energy Committee released figures on the cost of eleven reactors now under construction or being planned. These figures show that the costs of producing electricity by atomic power are extremely high—from more than double to thirty times as high as a modern power plant using coal. As a result it likely will be 30 to 40 years before atomic energy will be able to compete with coal in producing electrical power. Undoubtedly research will cut the production costs of atomic reactors, but at the same time research in efficient use of coal is also moving forward. It is estimated that the United States has coal for a thousand years with hundreds of millions of tons that can be mined easily and economically.

Another development likely to give coal an expanding share of future electric output is a definite tendency for electro-process industries with large power requirements to look toward coal fields in locating new

Growth Pattern

Who handles how much

	(total cars loaded)		
	1950	1953	1956
C&O	982,682	878,248	1,004,728
B&O	674,417	654,329	778,068
N&W	670,737	621,473	772,102
L&N	618,690	531,075	634,142
PRR	666,520	563,164	556,726
IC	422,458	443,608	546,811
NYC	354,819	339,187	404,647
Vgn	209,586	212,968	279,198
Monongahela	183,570	179,593	157,697
Nickel Plate	123,085	111,900	142,121
Clinchfield	76,993	94,711	104,493
WM	89,805	92,927	98,999
C&EI	27,146	31,316	71,116
P&LE	30,266	48,358	37,654

capacity. The proximity of large bituminous coal fields to the major industrial markets of the northeastern and midwestern United States and the assurance of firm supplies of low cost fuel far into the future lend attractiveness to coal-based electric power. Several corporations, for example, are already planning the construction of aluminum reduction facilities in the Ohio River valley. To the railroads such developments are traffic evident.

There are other reasons for the upsurge in coal demands. It takes coal to make steel. Last year's steel output reached 115 million tons—30% more than the previous year—and steel's expansion target is 143 million tons by 1959.

The organic-chemical industry relies on coal for one-third of its raw materials. Where coal once served man as fuel alone it now goes into everything from lead pencils to linoleum; from DDT to TNT. New types of boilers and firing equipment thrive on low-cost types of coal, too.

Mechanized Mining

To prepare for this future, coal men are investing big sums of money in reserve exploration and new equipment. Today automatic, mechanized miners rip tons of coal from a seam in a minute and giant shovels scoop up just as much in one bite. Transferred into terms of production, this has meant an increase in average production per man-day of 70% since 1945. Happily for the coal producers, this has made it possible to absorb higher labor costs without boosting coal prices out the roof.

An accelerated and coordinated program of coal research is moving forward, too, as a necessary step in assuring coal's proper position in the expanding energy market. Both private firms and government agencies are at work already and one private project, with which many railroad officers are familiar, is the joint rail-coal effort to develop a coal-burning gas turbine locomotive. This work is well along and a contract for the first locomotive has been placed.

Transport Outlook

Transportation costs are a substantial part of the delivered price of coal. In the case of export coal they may even exceed the mine price. Hence,
(continued on page 25)

"... Bullish about Bituminous"

Baltimore

"Western Maryland has confidence in, is bullish about, bituminous. We see steady increase in demand and production through years ahead. Representing 40% of our traffic, bituminous is prominent in our planning. Hopper building programs and active promotion of new mining operations high light our efforts."

S. R. Mason
Coal Traffic Manager
Western Maryland

Cleveland

"The American coal industry's future was never brighter. Looking to continued growth of this basic industry, Chesapeake & Ohio is spending $110 million this year for expansion and improvements, including locomotives, coal cars and pier and yard facilities at its ocean terminal of Newport News, Va., and Lake Terminal at Toledo, Ohio."

Charles E. Lawall
Vice-President, Coal Traffic
Chesapeake & Ohio

Chicago

"We feel use of bituminous coal will continue to increase. New power plant projects contemplate burning coal and we are adding to our ownership of open top cars to keep pace with anticipated increase in movement of coal over our line."

H. G. Feth
Gen. Coal Traffic Mgr.
Chicago & Eastern Illinois

Cleveland

"Production of bituminous coal will continue to increase with growth in electric power generation, export demands, and increased consumption by steel and other industrial users of coal. The Nickel Plate Road has formulated its plans to keep pace with the future of the coal business."

N. E. Goldenbogen
Coal Traffic Manager
Nickel Plate Road

Norfolk

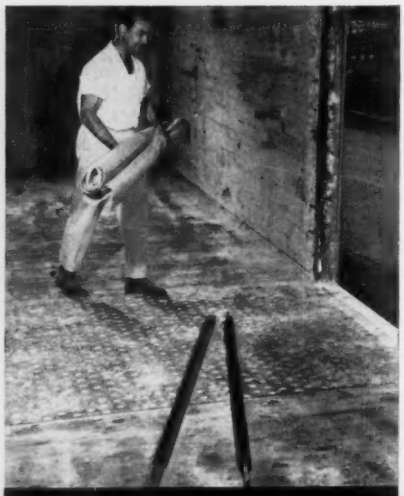
"Future of bituminous coal industry appears very bright. The Virginian is adding a new low level car dumper to pier No. 2 which should increase dumping capacity one-third by January 1958, added 1,200 cars to hopper fleet last year and has on order 2,600 cars for delivery 1957. Also increased storage facilities from 4,500 to 6,000 cars at Sewells Point piers."

N. F. Cuthriell
Coal Traffic Manager
Virginian

Chicago

"With continued industrial growth and greatly expanding electric generation we look for continued expansion for coal production along our lines in mid-America. We are maintaining adequate power and coal car supply and each year review both long and short term requirements."

D. B. Sweeney
Coal Traffic Manager
Illinois Central



ONE MAN . . . FIVE MINUTES . . . Acme Steel furnishes all the parts, just unroll the package, drive ten nails per door and the Acme Steel Grain Door is in place.

STRONG . . . TIGHT . . . severe tests prove that the Acme Steel Grain Door can take all the punishment encountered under all handling and transit conditions.

NO BULGE . . . EASY TO LOAD and UNLOAD . . . horizontal steel beams and vertical steel slats prevent bulge from springing the car door. Automatic and manual unloading are fast and easy.

this ACME STEEL grain door **IDEA** can help you serve grain shippers better, faster

Proved in service, these Acme Steel Grain Doors provide a fast, economical barrier for grain or malt shipped in box cars.

They're easy to set up for loading. Unloading is fast and simple. In transit, or during loading and unloading, Acme Steel Grain Doors assure positive protection and control of the load. Heavy, reinforced, high quality paper, supported by horizontal steel beams and vertical, flexible steel slats holds grain load securely and clear of the car door.

Let an Acme Idea Man give you a demonstration, or show you the new fact-packed Acme Steel Grain Door movie, or write for folder today. There is no obligation. Dept. RAG-77, Acme Steel Products Division, Acme Steel Company, Chicago 27, Ill.

ACME STEEL GRAIN DOORS

the location of a coal deposit in relation to available market areas is a critical element of its value. Since cost of transportation in terms of cents per ton-mile will vary with the means available, whether rail, water or truck, it is important to know how a particular deposit can move to market. Generally speaking, low-grade coals must find their markets reasonably close to the mines. High-grade coals can travel longer distances.

Out of every 10 tons of coal shipped in the United States from the mine, about eight tons go by rail, one ton by truck and one ton by water. The tonnage shipped by water, principally from Pennsylvania and West Virginia mines along the Monongahela River, has increased almost two-thirds in the past ten years, rising from about 5% of total shipments to about 10%. The proportion shipped by truck to final destination also increased slightly during this period. Both water and truck gains were made at some expense to the railroads.

In talking transportation, coal people sound this warning to all bulk haulers, including the railroads. As the cost of transportation mounts it becomes more and more feasible for power companies to locate generating plants nearer the fuel source and transmit electricity to market instead of coal. From an economic standpoint the present "economic limit" for this high-voltage wire transmission is around 300 miles. This distance increases in direct proportion to freight rate increases.

It should be noted, too, that coal is often trans-shipped several times before it reaches final destination. A large proportion of coal shipped by rail is dumped at Atlantic Coast or Lower Great Lakes ports, where it is transported coastwise to other U. S. ports, exported overseas, or shipped to Canadian and Upper Lake ports. Some of this coal is again trans-shipped by rail or truck to final destination. Much the same is true of water shipments. A substantial tonnage is trans-shipped from the Ohio River to truck or rail at Cincinnati.

Since the conclusion of World War II there has been a vast rebuilding and expansion of Europe's industrial production requiring large quantities of coal. Increasing amounts of U. S. coal is therefore being shipped abroad.

John S. Routh, president of the Coal Exporters Association, has announced that export shipments for this year continue at a record-breaking rate. How this affects the railroads was clearly illustrated recently by the Denver & Rio Grande. After record-breaking first quarter earnings this year, the railroad attributed its improved showing, in part, to the large volume of Utah coal moving into export to the Far East.

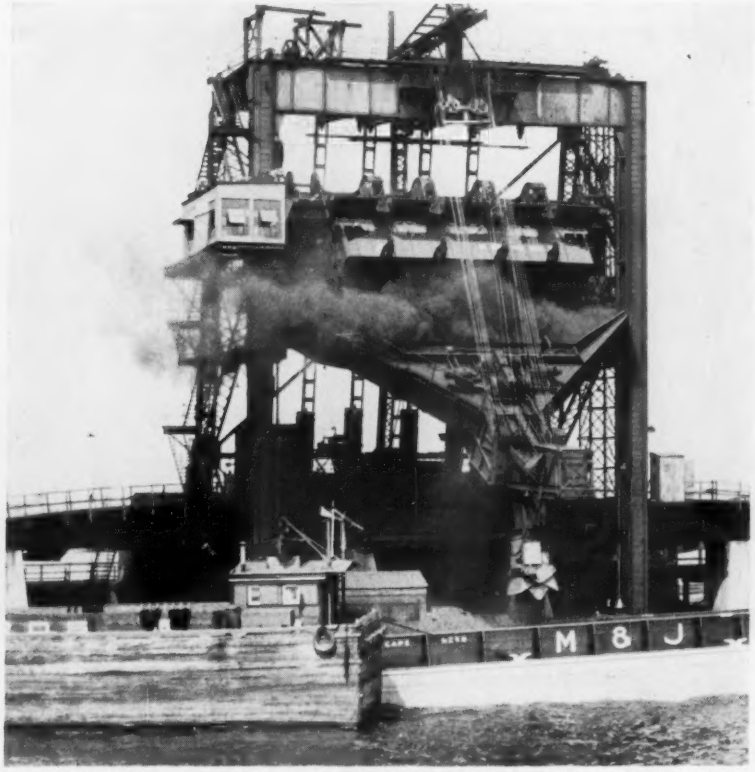
Exports Hold Steady

Since coal's future abroad is based solidly on the huge demand for coking coals it is not seriously challenged by any upsurge in overseas consumption of oil, gas and hydropower. The potential for U. S. coal overseas could go well beyond the firm 38 million ton market—possibly reaching a new high of 45 million tons before 1960—if ability to buy matches demand. Dollar shortages and the reluctance to bear the brunt of high freight costs could cut into this potential. Meanwhile, Hampton Roads, Va., the nation's chief port for dispatch of export coal cargoes, has set new records monthly in tonnages of coal handled.

So broad has demand for U. S. coal become that shipments go not alone from Hampton Roads but from such other Atlantic ports as Baltimore and Philadelphia, from Mobile on the Gulf, and from West Coast ports of Stockton, Calif., Portland, Ore., and Seattle and Tacoma, Wash.

The growth of Hampton Roads as a coal port has not only had its beneficial effects on coal and ocean shipping. Three major railroads have spent many years and many dollars developing their facilities for delivering coal to the docks and getting it aboard ocean vessels. The Virginian, the Norfolk & Western and the Chesapeake & Ohio have demonstrated their faith in the future of coal exports in multi-million dollar expansion programs that still are continuing.

Competitive fuels have replaced coal in a number of its traditional uses and present consumption in these industries is only a small fraction of former volume. At the same time, expanded use in other fields has more than offset these declines. With declining markets constituting only a minor part of today's consumption, coal occupies a key position to benefit from further industrial expansion.



BIG DUMP takes place at Jersey Central's Pier 18 in New York Harbor. Automatic car retarders speed operations back of the dumpers.

"Roller Freight" newest railroad makes world's really new!

All of its 2,000 ore cars are on TIMKEN bearings

TIMKEN
TAPERED ROLLER BEARINGS

since '53 - 200,517,000* North Shore and

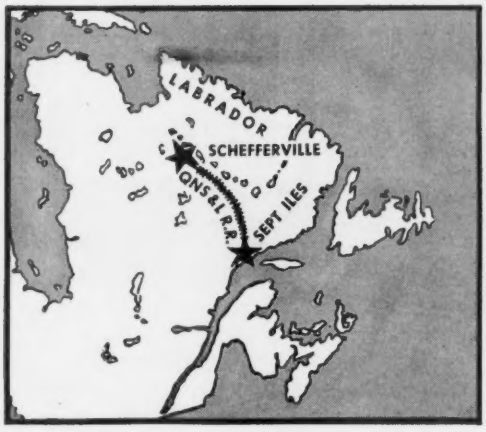
*As of April, 1957

1. READY TO GO AT 50 BELOW — Quebec, North Shore and Labrador ore cars spend five months a year buried in snow and at temperatures as low as 50° below zero. Come spring, they have to be ready to roll, hauling ore from the iron mines at Schefferville, Labrador, to Sept Iles, Quebec, docks. Over 350 miles of the toughest railroad country in the world.

That's why QNS&L, after an exhaustive engineering study, decided in 1951 to put all of their original 2,000 95-ton ore cars on Timken® tapered roller bearings. (See reprint of 1953 advertisement—top.) Snow drifts like these and extreme cold would make major attention a must with friction bearings. With Timken bearings, sealed in grease lubrication, the cars can roll as soon as the snow is removed.

Since 1951, QNS&L has added 975 more ore cars and 28 other types of freight cars on Timken bearings. "Roller Freight" ore cars on this wilderness railroad have now rolled 200,517,000 car-miles without a single hot box. And they've helped the QNS&L pare operating and maintenance costs to the bone.

car-miles without a hot box on Quebec, Labrador 95-ton "Roller Freight" ore cars

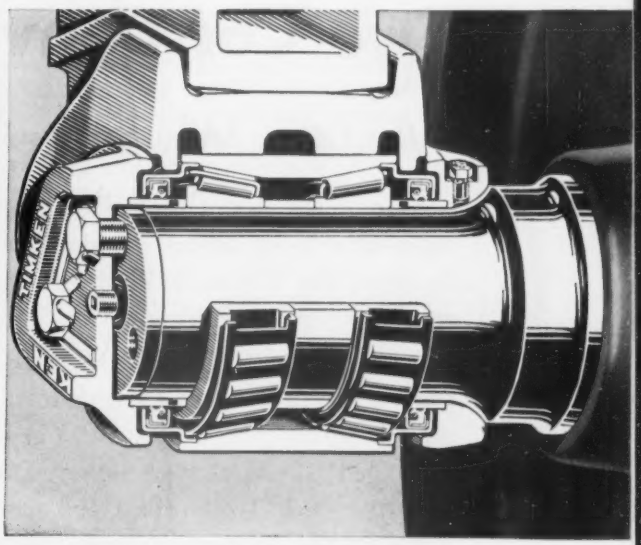


2. NO PLACE FOR A HOT BOX—Hot boxes are trouble enough in settled areas where repair and removal facilities are close at hand. In remote regions like this, hot boxes could seriously interrupt operations. Another big reason why QNS&L turned to Timken bearings to beat the hot box problem—No. 1 cause of freight train delays.

3. TOUCH AND GO INSPECTION CUTS DELAY—With friction bearings, an inspector must stop at every journal box, open the lid, poke around inside to make sure everything's in place, oil 3 out of 4. By contrast, Timken bearings (above) need just a touch of the hand—a check for temperature—as the inspector walks the length of the train. And Timken bearings can go three years without adding lubricant—cut cost of lubricant up to 95%.

4. HEAVY LOADS NO PROBLEM—Even with heavy loads on new track, the QNS&L ore cars meet schedules, exceed seasonal quotas. Because Timken bearings are tapered, they take the heavy loads from any direction—actually *roll* the load. Rollers can't skew or scuff. There's no lateral movement to force out lubricant. Operating and maintenance costs are cut to the bone.

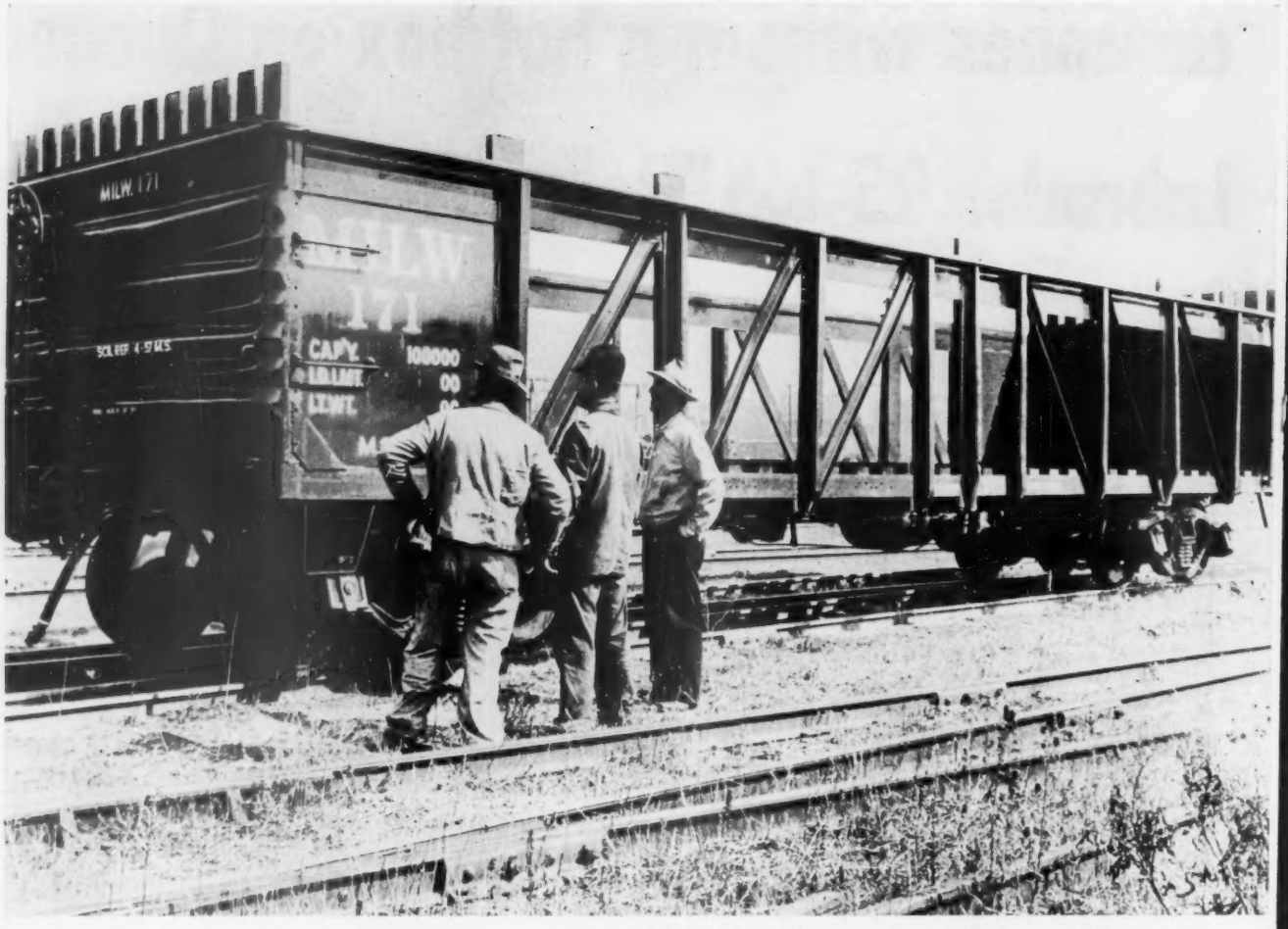
"Roller Freight" is really rolling. 58 railroads and other freight car owners now have over 23,000 freight cars on Timken bearings in service or on order—over ⅓ of them in interchange. The Timken Roller Bearing Company, Canton, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".



TIMKEN

TRADE-MARK REG. U. S. PAT. OFF.

TAPERED ROLLER BEARINGS ROLL THE LOAD



"PEEK-A-BOO" CAR allows easy loading, facilitates inspection of contents and provides protection for pipe shipments.

Two Car Conversions Ring Bell

What the Milwaukee did:

Among the many specialized cars carrying Milwaukee initials these days are two new ones—the "peek-a-boo" gondola and the large dimension wood chip car. These cars were designed for a specific shipper's requirements. They are conversions of existing cars. They represent creative thinking on the part of Milwaukee personnel.

PRESENT PRODUCTION SCHEDULES call for 500 "peek-a-boo" cars, to be converted from a series of composite gondolas built in 1947-49. The conversion represents a double advantage to the railroad . . . (1) they have originated a new type of car which fills a real need; (2) they save money. Present commitments for their use extend over the next seven years in hauling various sizes of pipe. Shippers of wood pulp are also interested.

COST OF ADDING NEW SIDES to the old gondolas is about $350 per car. Conversions cost about half that much . . . and, with less need for maintenance, further savings will result.

How they did it:

The old wooden sides and flooring was stripped from the cars. The flooring was replaced with 2-in. by 6-in. by 9-ft 10-in. planks of rough fir, running transversely of the car, bolted at each end to the side sills and spaced 6 in. apart the length of the car. This arrangement provides self-cleaning of snow and debris. At each bolster, and near the center of the car, is a finished oak plank, 3 in. by 9½ in. by 9 ft 10 in. transversely placed, and bolted at each end to the side sills. The height of these planks permit the carrying of long lengths of pipe, with the pipe bearing only at the bolster centers. Any excessive vertical movement would cause the pipe to contact the center plank. This arrangement prevents the entire length of the pipe from coming in contact with the floor, since stones or foreign material could rub holes in it due to vibration.

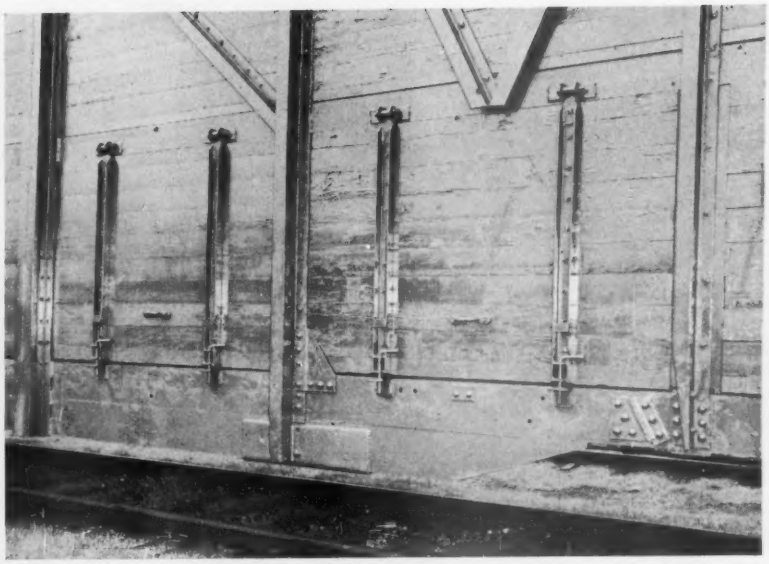
At each end of the car are 13 finished oak upright end planks, 2¼ in. by 6 in. by 6 ft 2 in., extending 12 in. above the top of car, and spaced 3 in. apart. Each plank is fastened at the top by flat head bolts, and the bottom of the plank is recessed in a corrugated strap, 1½ in. in height. This allows easy replacement, should the ends of the pipe come in contact with it, and provides protection from damage to the ends of the pipe.

On each side of the car there are 5 oak planks 2¼ in. by 9½ in. by 5 ft 8¼ in., extending 6 in. above the sides. One plank is located at the center of the car, and two each at the ends. Pipe is loaded so the center line of the pipe at car side height is below the top of the side plank.

Inside length of the car is 41 ft 1½ in. The shipper cuts his pipe 40 ft long to meet the car dimensions. The average size pipe shipped is 24 in. in diameter.

Steel panels are welded to one end of the car and diagonally opposite end for railroad insignia.

The wood chip cars were made from a series of 52-ft box cars starting in 1952, with various changes made over the years to meet shipping requirements. The present car has 14 roof hatches, arranged in two rows of 7 each, with 2 ft 4 in. by 5 ft 4½-in. openings. There are 14 side openings, 7 on each side, with 4-ft doors that swing out from the bottom for easy unloading.



SIDE OPENING DOORS swing out from the bottom for easy unloading.

These cars are used on the west coast, handling 46 different kinds of fir wood chips, for shipment to plants making insulation. Closed cars are a necessity, since any contamination resulting from dirt or soot ruins the value of the chips for insulation purposes. One hundred of these cars have been built, and 45 more are in the process of construction.

History in a Scrap Yard

The first self-contained diesel locomotive to go into road service in the country (August, 1935) sits forlornly in a Chicago scrap yard. Originally Baltimore & Ohio No. 50, the locomotive made its debut on the Royal Blue between New York and Washington in 1935. Not many months later, the unit went west to the Alton and service on the Abraham Lincoln. It was operated as a single unit until about 1940, converted to a B unit during World War II, and reconverted back to single-unit duty in 1945. After unsuccessful forays into switching and local freight service, it was put on Chicago-Joliet commuter runs by the Gulf, Mobile & Ohio and remained there until it was retired from service. General Electric built the unit at Erie, Pa., for Electro-Motive. The vital statistics: Two V-type, 12-cylinder engines; 1,800 hp; 50,400 starting tractive effort. The unit now is at Hyman-Michaels Company's scrap yard, Chicago; it may end its days as a museum piece.

E. T. Reidy, *Vice-President and General Manager,* **CHICAGO GREAT WESTERN RAILWAY** says, "The trucks have already resulted in considerable economy in clearing small derailments."

Chicago **GREAT WESTERN** Railway

gets "efficiency and economy of railroad operation" with

WAUKESHA *Diesel* powered

CLINE WRECKING TRUCKS

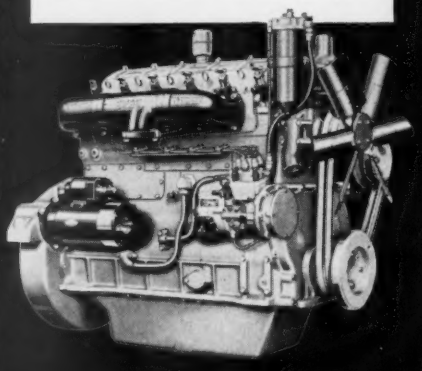
"The Chicago Great Western is highly pleased with the performance of the three Cline trucks which we have recently placed in operation," says the Vice-President and General Manager, Mr. E. T. Reidy.

"The trucks are an extremely versatile unit*** With us, they have already proved to be an essential tool of operation. We have been much impressed with their ability to handle empties and light loads which have been derailed.

"Today, when every emphasis is being placed upon efficiency and economy of railroad operation, we are convinced that your truck is a valuable tool in reaching this objective." These trucks are made by Cline Truck Co., Kansas City, Mo.

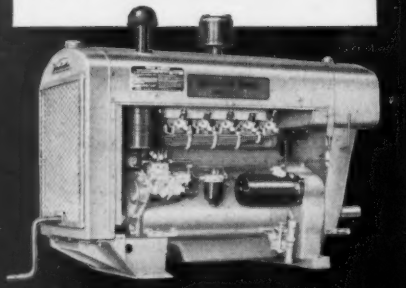
POWERS TRUCK AND CRANE

135-DKB Diesel—4¼-in. bore x 5-in. stroke, 426 cu. in. displacement, with counterbalanced crankshaft. **Get Bulletin 1573.**



POWERS THE COMPRESSOR

195-DLCU Diesel (mounted on rear of cab)—4-in. bore x 4-in. stroke, 302 cu. in. displacement. **Get Bulletin 1625.**



WAUKESHA MOTOR COMPANY, WAUKESHA, WISCONSIN

RAILWAY DIVISION

355

10° ANGLE ↑ toward rail minimizes effect of higher bearing temperatures.

HOOD eliminates "pips" caused by sunshine.

New Angle on Hot Box Detector

Background: In the April 1 issue Railway Age reported on a hot box detector recently installed on the Reading. That story ended the silence about nearly four years of thinking, planning and development of this type of detector on the Chesapeake & Ohio. Now it can be told how the C&O management timed an order for equipment so as to insure its proper development, showing the manufacturer a willingness to share in its expense.

The Story

Back in 1953, the C&O signal department started investigating the use of infrared pyrometers to detect hot boxes on moving freight trains. Steel mills and other industries were already using these devices to continuously check stationary bearings to guard against overheating.

T. L. Carlson, C&O superintendent of signals, started correspondence with several manufacturers of electrical or electronic devices, such as General Electric Company, Schenectady, N. Y., and the Hycon Manufacturing Company, Pasadena, Cal., to explore the possibility of using these electronic devices, mounted along the track, to check passing trains for overheated bearings. In 1955, the Servo Corporation of America was contacted, and in 1956, using Servo equipment, the C&O made its first test installation of an automatic hot box detector.

PROBLEM NO. 1

First objectives were to:

. . . 1—develop proper location of the detector heads along the track.

. . . 2—Develop a method of mounting to withstand extreme vibration caused by passing trains.

. . . 3—Prove operation under outdoor weather conditions.

These objectives were attained at Norge, Va., using the same type of Servo equipment which had undergone short tests on the Norfolk & Western and the Pennsylvania.

As a result of a conference with the Servo engineers and officers, the C&O management was informed that the manufacturer had expended considerable money for research and development. Unless there was some definite recognition by railroads in the near future, the manufacturer would lose interest. So the C&O signal department was told to advise the Servo Company that an order for an installation would be placed immediately. This device was placed in service on the eastbound main track at Norge on November 14, 1956, and has been in continuous operation, checking every eastbound freight train on that track.

Why at Norge? Norge is 40 miles east of Richmond, Va., on the double-track main line to Newport News, 75 miles from Richmond. A mechanical interlocking at Norge includes two crossovers between the main tracks and two single switches. This interlocking is seldom used except for through moves. Therefore, for many years a principal part of the operator's work has been to watch passing trains to check for hot boxes or dragging equipment. If he saw a hot box, he would close a lever to set up a flashing lunar-white indication on a normally dark unit about three miles east of Norge station. Thus Norge was a logical place for a test of a permanent installation of hot box detectors. These detectors were installed on the eastward track because this is the direction of movement of loaded coal cars.

How it works—Since the detectors were installed, the operator, besides watching the train as it passes, checks the graph sheet made by the recording instrument.

If he sees a "pip" that indicates a hot box, he sets up the flashing-lunar signal to stop the train. A member of the train crew uses a wayside telephone to call the operator who tells him, "You have a hot box on the 49th car from head end; leading journal; leading truck; northside."

Results—During the first five months this detector was in service, six hot boxes were detected, all of which were in such condition that the cars had to be set out before the train could proceed. None of these hot boxes had been observed by the train crew or the operator at Norge. On April 3, three hot boxes were detected. One car was set out. On one other car, the box was repacked and the third other car was left as it was to proceed to Newport News. Both of the cars which were allowed to proceed developed hot boxes and on inspection at Newport News were marked for shopping.

The basic hot box detectors, control devices, amplifiers and graphic recorder used by the C&O at Norge were made by the Servo Corporation of America.

They are practically the same as those described in the Reading article in the April 1 Railway Age.

PROBLEM NO. 2

The boxes on freight cars equipped with roller bearings consistently run at higher temperatures than are normal for solid bearings, the differences being readily identified on the graph sheet. To eliminate recordings that may indicate hot boxes for what are actually normal roller bearings, the C&O is now making further experiments.

For example, the detector, instead of being parallel to the rail, is turned 10 degrees toward the rail so that the "scan" line from the lens of the detector is nearer to the end of the box as the bearing recedes. As a result, the detectors now give a better "pip" indication of the temperature of all bearings. And indications by roller bearings are closer to the normal indications made by solid bearings.

PROBLEM NO. 3

Through Norge, the tracks run almost directly east and west. In the early forenoon on some sunny days, indication "pips" were made on the chart apparently by heat from the sun or sun reflections.

To eliminate this condition, small sheet metal hoods of a special design were applied to the detectors. They have eliminated this type of faulty operation.

The C&O intends eventually to replace the graphic recorder with an alarm-operating mechanism and journal counters made by Servo that will instantly report the location of a hot box in a train.

Railroading After Hours with Jim Lynn

B & O TALENT SEARCH—On July 1 I passed along for discussion a question raised by a railroader in the ranks—to the effect that railroads may be overemphasizing "college men" in selecting candidates for training as officers. The questioner thought there should be some system whereby qualified candidates could be discovered among the "enlisted men."

Personnel Manager Clarence Holtzworth of the B & O advises that his company has such a system. While it actively recruits competent college graduates, it also has an "employee training program" which has the effect of "combing the ranks" each year. Applications for inclusion in the program are processed by department heads and final selections are made by company officers.

"We have uncovered a great deal of talent that might otherwise have remained hidden," Mr. Holtzworth says. "Most of the employee trainees have been promoted since completing the course. The benefits of the 'talent search' have not ended with the selection of trainees. During the screening process, new information has been developed about experience and skills of all applicants—as a result of which some employees have been promoted or transferred to more suitable work."

"RAILROADIANA" MARKET—Dave Keith of Peoria (office in the First National Bank Building)—who handles public relations for the TP&W—passes along news about a little side-line business he and some of his friends have developed, which has a railroad public relations angle to it. What they have is a central sales agency for "railroadiana." If you want a Mo.Pac. tie clasp or ash tray, a C & O electric lantern, a deck of playing cards from any one of several railroads, or an L & N reconditioned oil-burning lantern, Dave and his associates can fill your order—and for a lot of other such articles from some 18 railroads.

STATION NAME PROBLEMS—The West seems to be the place to look for station names which follow an imaginative pattern—alphabetical or what have you. Charley Layng, our retired Western editor, writes from Florida—not only to tell me about the Comiskey ball team immortalized by Mo.Pac. station names in Kansas, but also about the honoring of a newspaper by the same railroad. It named one station Horace and another Greeley—and a third one Tribune.

Meantime, New England seems to be the one place where they've had to think up aliases for stations, to prevent train-order confusion. Charley Williams, GPTM of the New Haven, reports how South Kent, Conn., got its name changed. There were three adjacent stations—North Kent, Kent and South Kent. A train had a meet at North Kent, which the crew mistook for South Kent, with disastrous results. So North and South Kent got new names.

Conductor W. J. Maloney of the same railroad tells of three Needhams (Junction, just plain, and Heights) which are shown that way in the public timetable, but two of the stations have been given distinctive names in the operating timetable.

I have some nominations for stations (or railroads, towns and rivers) most often mispronounced. One is Wichita (sometimes called Witch-eeta). Another is Reading (frequently pronounced 'Reeding'). Wabash they sometimes call Waw-bosh. I learned only a couple of weeks ago that Youghiogheny is pronounced Yocka-gainy. I had guessed it was pronounced to rhyme with mahogany.

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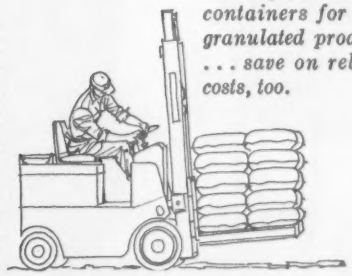
ORDERS 25 ADDITIONAL CARS!

OLD METHOD *Airslide Cars eliminate bags, drums and containers for dry, granulated products . . . save on related costs, too.*



NEW COST-SAVING METHOD *35-40 tons of Vinyl Resin at one time in contamination-free Airslide Car.*

UNION CARBIDE'S BAKELITE DIVISION has been making interplant bulk shipments in hopper cars for several years, and in 1955 supplemented the movement with fifteen 3600 cubic foot capacity Airslide® Cars. Bulk shipments of vinyl resins, particularly in Airslide Cars, provide savings and, equally or more important, their experience proved Airslide Cars deliver products free of contamination. That is why Bakelite, just one year later, ordered 25 additional Airslide Cars from General American Transportation Corporation to augment the cars presently in use.

You, too, like scores of producers of dry, granular products, can benefit with General American's Airslide Cars—"bulk ship" in complete confidence in contamination-free Airslide Cars—save on bags, drums or similar costly containers. You'll find . . . *it pays to plan with General American.*

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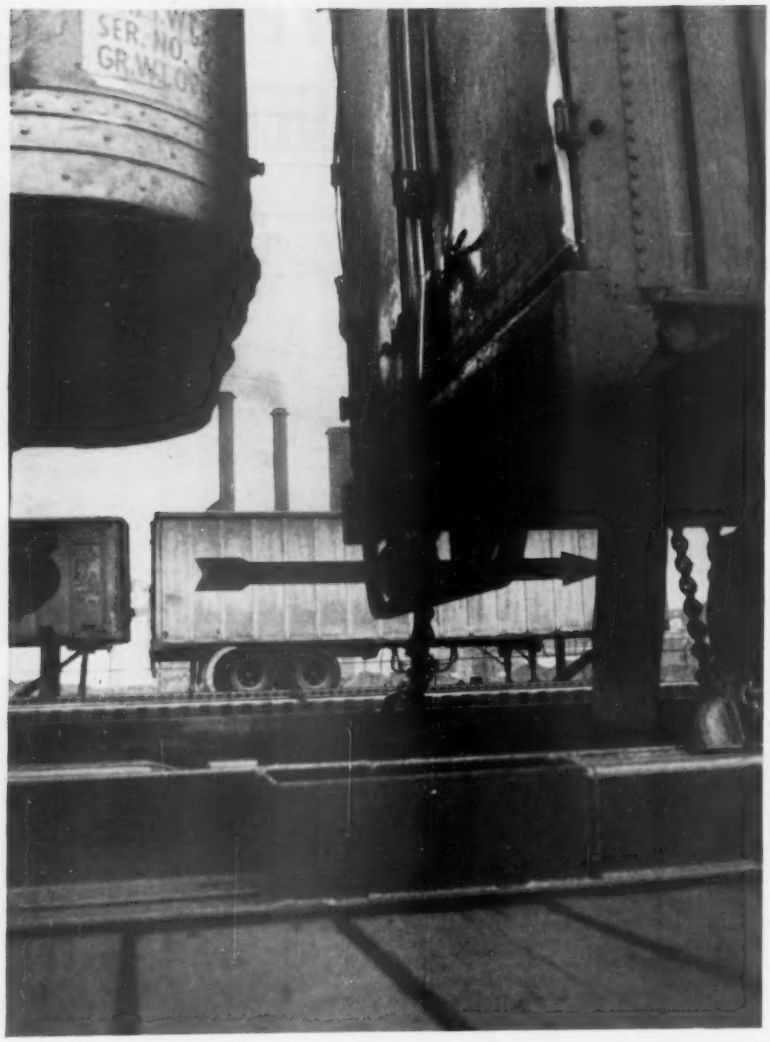
Plants and offices in principal cities



Terminal

Switching lines haven't shared in piggybacking's growth and the big ones are concerned about the revenue they miss. One considered buying tractors to provide PU&D. Right now they can do little but "watch and wait."

The steady expansion of piggybacking across the map in the past three years has created puzzling—and as yet unsolved—problems for some of the major terminal lines.

Piggybacking's push has not been without its headaches all around. Line-haul roads are still pondering such things as trailer per diem, tie down fittings on flat cars, and interchange rules governing damage and repair bills to trailer equipment. But for busy terminal switching lines these questions apply less. Their question is basic: how can we participate in this new business? To the extent they're deprived of switching moves they're also deprived of revenues. Further

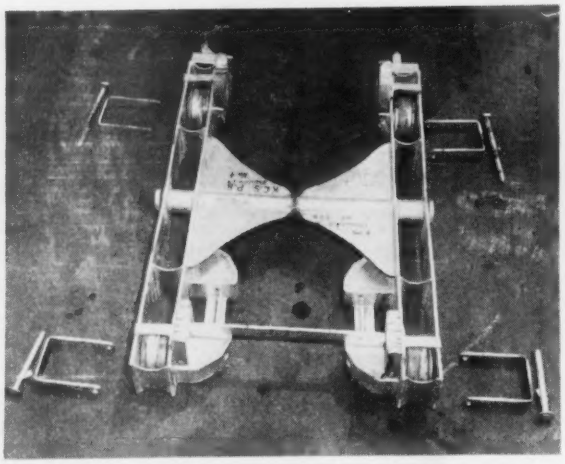
---

New 'Dolly' Fits Any Trailer ⟶

A so-called "universal dolly" now makes it possible to quickly adapt any highway trailer for use with the Piggy-Back, Inc., center-sill flat car.

The new dolly is designed to help truckers lick an interchange problem. They needed a fast way to equip a trailed received in interchange so it could be forwarded on the center-sill car. Their own trailers, of course, have permanent dollies.

Two men can install the new dolly on any trailer in under two minutes. Piggy-Back reports that all purchasers of its cars soon will be using the dolly unit as regular equipment.



UNIVERSAL DOLLY is simple in design, weighs just over 400 lbs and will fit any trailer rear axle.

Lines Ponder TOFC Role

increases in TOFC volume could make this condition felt.

Boxed—So far, the terminal carriers, like those of multiple ownership at Chicago and St. Louis, have been pretty much on the sidelines. They're caught in a three-way squeeze between cost, service and equipment. . . .

- They can't match over-the-street pickup and delivery speed without running special, and that's costly.
- They often are deprived of cross-town moves, either because of the time and cost factor or because line-haul roads don't let their special TOFC flats off line.
- They are hampered because arrival of TOFC cars often spreads throughout the day while transfer runs, as well as industrial switching runs, are set up on schedules.
- If they do set up their own loading-unloading ramps, and get the business, they are apt to face serious congestion mornings and afternoons.

Which way out?—These unusual conditions which attach to terminal piggybacking are right now causing serious study on the part of top officers of the terminals. They want to move ahead when they can, but about all they have been able to do so far is watch piggyback service grow and await the day when more TOFC equipment will run through. At least one terminal line has looked into, and abandoned as not feasible, the idea of setting up its own pool of tractors and drivers.

Basic economics — Conversations with officers of lines like the Belt Railway of Chicago and the Terminal Railroad Association of St. Louis point up their concern with TOFC service and economics.

Here, in essence, is how the story goes:

"Anything we can do to unload trailers and run with them the line-haul road can do just as cheaply as we can. As things stand now, if a single TOFC load begins or ends in this city we can't compete. The cost of transferring a trailer to or from a car runs from $4 to $6 each, the cost of hauling it can run as high as $30 or more. Add to that another $20 to move the car into our own facility and out again and you can see why we're out of this picture until volume builds up and more through business is generated.

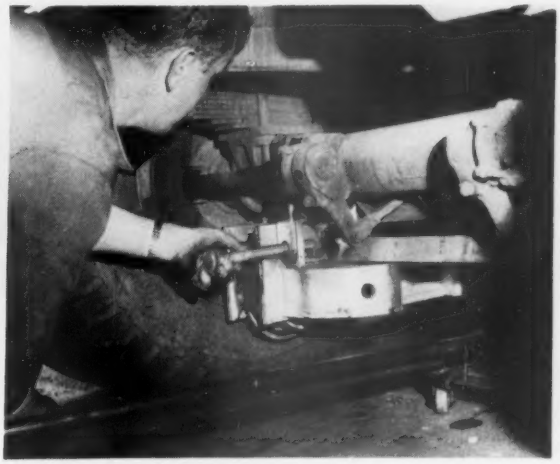
"Right now, speed and flexibility are what the road-haul carriers and their customers demand. If an inbound load arrives at 5 a.m., that trailer can be and is at the consignee's door by 8 or 9 o'clock. Without a special run we couldn't get over to get that car much before the trailer is delivered."

Speed problem—Armstrong Chinn, president of TRRA, touches on the matter of delivery speed this way:

If the consignee has his own ramp (and few do), we could match over-the-street delivery speed by running special. However, this type of operation would be costly. The expense of handling a single flat car with trailer, or a few at a time, would be too great. As a general thing, if speed is in the picture, it would be faster, and certainly cheaper, to land the trailer at the edge of town and pull it to the consignee with a tractor.

TRRA, like the Chicago lines, has found that owning roads "are reluctant" to let their special cars off their lines. There are some through movements, of course, but much of this occurs on weekends when drayage service isn't available, without heavy cost, to permit the interchange of trailers only.

ATTACHING JOB takes less than 2 minutes. Dolly can be rolled into place on its wheels or on a portable jack.



LIFTED IN PLACE, U-Clamps are thrown over axle and self-locking pins inserted to complete quick-on attachment.

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All ASF Extended Life Springs are shot-peened—which cold-works surfaces and more than doubles the life of the spring.

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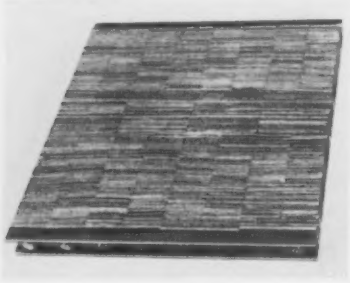
RAILWAY AGE
The Industry's Newsweekly

WHAT'S NEWS in Products

Rubber Floor Pads

. . . for heavy-duty service

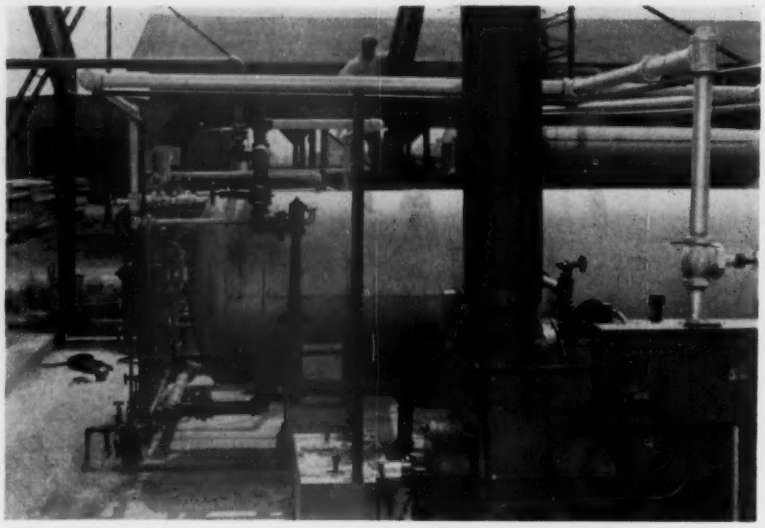
Less damage to both lading and floors is said to be possible through the use of specially designed floor pads when used on loading docks, assembly areas, freighthouses and similar locations. Designated Flex-O rubber floor pads, this product absorbs the shock of falling loads and may be installed on the floor or recessed into specially built floor pockets. Constructed of steel-channel frames and laminated segments of resilient rubber-reinforced fabric, the pads are said to be for heavy-duty service and are available in two sizes. *Bumpers, Inc., Dept. RA, 2530 Detroit ave., Cleveland 13, Ohio* •



100-Ton Hydraulic Jack

. . . for bridge erection

Extra-heavy loads may now be handled by a 100-ton two-speed hydraulic jack, designated Model 100B-12. Although it has a lifting height of 6⅛ in, the unit itself is low in height to make it a useful device for bridge erection and maintenance, as well as for lifting heavy equipment and for moving machinery. This jack is equipped with a tandem pump to permit rapid engagement of the load. By actuating both its high-speed and high-lift plungers, the operator quickly brings the ram in contact with the load. Using the high-lift plunger alone, the load is lifted easily. Dual release valves in the base can be operated from either side. The jack base is drilled and tapped for a pressure gage, an optional feature at extra cost. *Western Railroad Supply Company, Dept. RA, 2400 S. Ashland ave., Chicago 8.* •



Timber Treating Plants

. . . on small scale

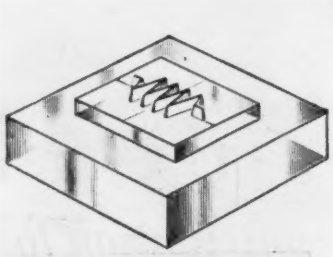
For the pressure treatment of relatively small quantities of bridge ties, switch ties, car decking, construction timber, platform lumber, etc., new, small wood-preserving plants are now available for location along railroad lines. These small "pony" plants have a per-charge capacity of 3 mbf of lumber or timber and are said to be low in cost but high in efficiency, mobility and versatility.

The manufacturer states that the lumber is clean to handle, fire-retardant, highly resistant to termites and decay, paintable and non-corrosive to metal fastenings. *Osmose Wood Preserving Company of America, Inc., Dept. RA, 980 Ellicott st., Buffalo 9, N. Y.* •

Drafting Stamp

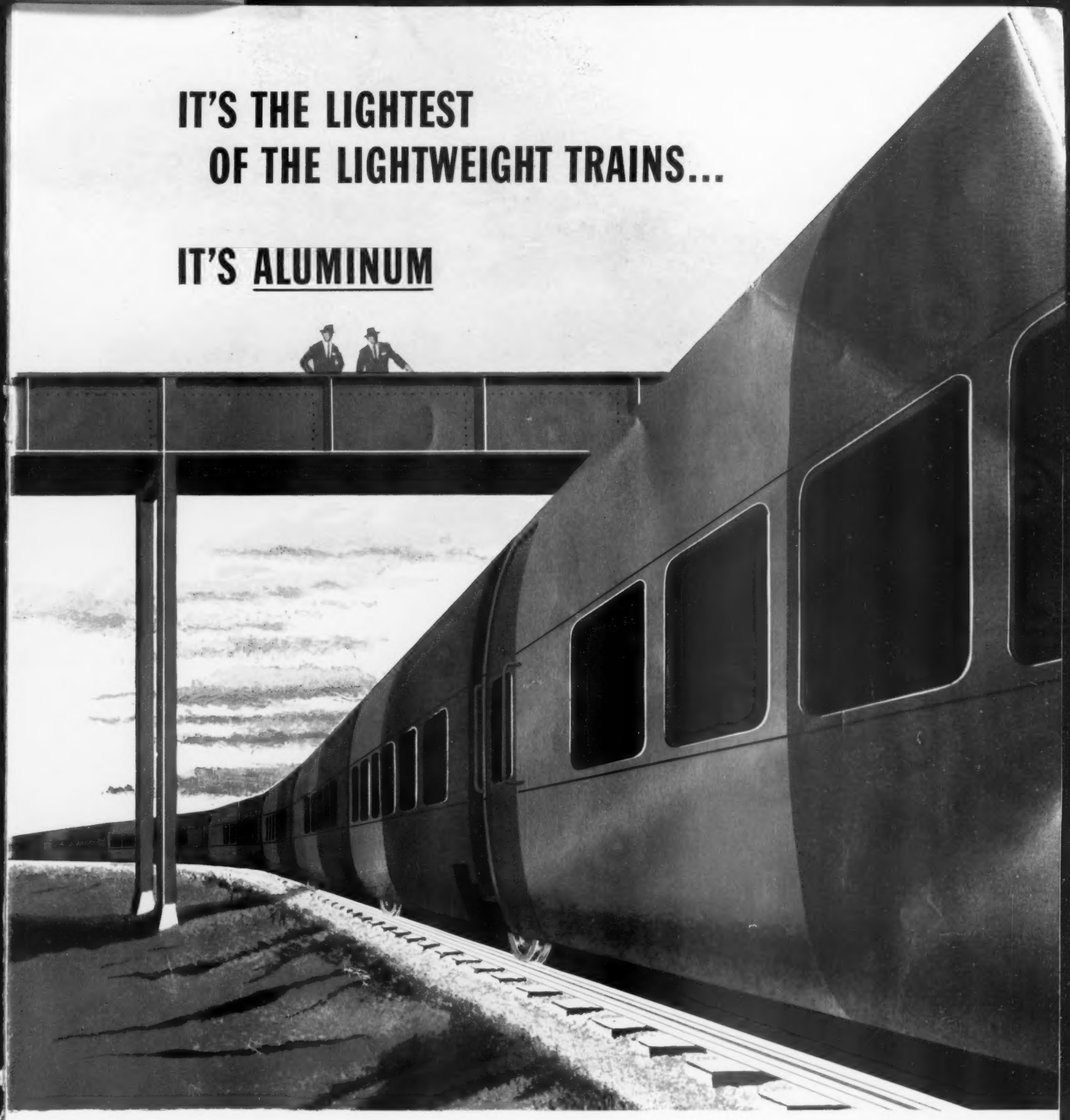
. . . is time saver

A new device for stamping routine drawings—See-Thru Draftstamps—is offered as a draftsman's time-saver, according to the manufacturer. Widely used drafting symbols made of engraved, clear vinylite and mounted on lucite are available in complete sets or individually. According to the maker, the stamps allow sharp impressions and perfect alignment. Special metal stamp pads are also available. *Krengel Manufacturing Company, Dept. RA, 227 Fulton street, New York 7, N. Y.* •



IT'S THE LIGHTEST OF THE LIGHTWEIGHT TRAINS...

IT'S ALUMINUM



Train X, now in service as the NYC "Xplorer" and NYNH&H "Dan'l Webster," has one-third the weight of conventional equipment. It's the all-aluminum train, the lightest of the new lightweight trains. The skin is Alcoa® Aluminum, the superstructure framing is Alcoa Aluminum, interior appointments and panels are Alcoa Aluminum. Even the *underframe,* which will resist a compressive force of 80,000 lbs, is Alcoa Aluminum.

For equal strength, aluminum weighs only one-third as much as steel; for equal stiffness, half as much. This light weight made the Train X concept possible. For example, it permitted the single-axle design (without excessively short cars) which enables Train X to snake around curves at high speeds.

Progressive railroaders are using more and more light, strong, rustfree Alcoa Aluminum—for new lightweight trains, tank cars, boxcar and baggage car doors, crossbucks and wayside signs, freight and passenger stations. Get more information. Write: Aluminum Company of America, 2180-G Alcoa Building, Pittsburgh 19, Pa.

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THE JACKSON TRACK MAINTAINER

The list of JACKSON TRACK MAINTAINER users reads like a large portion of "Who's Who in Railroads". And the reason for it is this: *WHENEVER EXPERIENCED TRACK MEN INVESTIGATE, THEY FIND CONCLUSIVE EVIDENCE THAT THE JACKSON TRACK MAINTAINER PUTS UP PERFECT TRACK IN A WIDER RANGE OF BALLAST AND CONDITIONS THAN ANY OTHER TAMPING EQUIPMENT.* Let us furnish you with the complete facts or tell you where you can see these machines in action. How about picking up that phone, right now?

JACKSON VIBRATORS, INC. LUDINGTON, MICHIGAN

MARKET OUTLOOK *at a glance*

Week's Loadings 11.6% Above Last Year's

Loadings of revenue freight in the week ended July 13 totaled 691,991 cars, the Association of American Railroads announced on July 19. This was an increase of 156,657 cars, or 29.3%, compared with the previous week; an increase of 72,003 cars, or 11.6%, compared with the corresponding week last year; and a decrease of 102,147 cars, or 12.9%, compared with the equivalent 1955 week.

Loadings of revenue freight for the week ended July 6 totaled 535,334 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, July 6

District	1957	1956	1955
Eastern	80,548	75,792	101,982
Allegheny	106,677	77,522	126,729
Pocahontas	18,404	17,908	48,442
Southern	80,744	89,518	101,256
Northwestern	108,031	65,450	110,931
Central Western	95,790	100,447	105,876
Southwestern	45,140	51,660	53,776
Total Western Districts	248,961	217,557	270,583
Total All Roads	535,334	478,297	648,992
Commodities:			
Grain and grain products	49,993	54,719	60,255
Livestock	3,882	5,506	4,733
Coal	29,526	24,097	101,904
Coke	9,381	4,155	10,555
Forest Products	27,483	35,172	33,764
Ore	86,422	31,255	75,736
Merchandise l.c.l.	45,150	49,187	55,880
Miscellaneous	283,497	274,206	306,165
July 6	535,334	478,297	648,992
June 29	732,349	755,279	695,841
June 22	746,764	799,592	794,427
June 15	746,125	801,428	779,957
June 8	733,477	787,075	781,938
Cumulative total, 27 weeks	18,376,844	19,407,343	18,529,086

IN CANADA.—Carloadings for the nine-day period ended June 30 totaled 91,866 cars, compared with 88,282 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
June 30, 1957	91,866	38,679
June 30, 1956	119,647	45,182
Cumulative Totals:		
June 30, 1956	2,102,156	893,969
June 30, 1957	1,936,724	845,049

New Equipment

FREIGHT-TRAIN CARS

► *American Refrigerator Transit Co.*—Ordered 50 70-ton mechanical refrigerator cars (estimated unit cost $26,500), and 150 70-ton insulated cars equipped with DF loaders (estimated cost $16,500 each), Pacific Car & Foundry; delivery scheduled for first quarter 1958.

► *Baltimore & Ohio.*—Ordered 300 70-ton gondola cars and 25 70-ton covered hopper cars, Pullman-Standard.

► *Norfolk Southern.*—Ordered 30 70-ton hopper cars, Bethlehem Steel; unit cost $8,700; delivery scheduled for next December.

► *Rock Island.*—Ordered 400 70-ton gondola cars and 150 50-ton box cars (100 with 15-ft doors and 50 with 12-ft doors), Pullman-Standard; approximate cost $4,795,000; delivery scheduled for first quarter 1958.

► *Soo Line.*—Ordered 75 70-ton covered hopper cars, Pullman-Standard, for delivery next September and December.

► *Western Maryland.*—Ordered 500 70-ton hopper cars, Bethlehem Steel, and 50 70-ton gondola cars, Greenville Steel Car; estimated cost $5,250,000; delivery scheduled to start in January 1958.

► *June Orders Up, Deliveries Down.*—New freight cars ordered in June totaled 4,918, compared with 3,423 in May and 2,859 in June 1956, ARCI and AAR report; new freight cars delivered last month totaled 8,377, compared with 8,824 in May and 5,500 in June 1956; backlog of cars on order July 1 was 91,810, compared with 97,006 on June 1.

Type	Ordered June '57	Delivered June '57	On Order July 1, '57
Box—Plain	190	3,030	25,300
Box—Auto	0	0	500
Flat	32	25	2,948
Gondola	2,027	642	14,114
Hopper	1,067	2,342	31,780
Covered Hopper	367	867	6,736
Refrigerator	1,211	710	3,318
Tank	24	542	6,093
Caboose	0	9	144
Other	0	210	877
TOTAL	4,918	8,377	91,810
Car Builders	2,132	4,629	42,446
Company Shops	2,786	3,748	49,364

PASSENGER-TRAIN CARS

► *Metropolitan Transit Authority [of Boston].*—Ordered 50 rapid transit cars, Pullman-Standard, at approximate unit cost of $80,000.

New Facilities

► *Pacific Great Eastern.*—Ordered one wheel truing machine, Standard Railway Equipment, at cost of $150,000; machine will be used in PGE's Squamish, B.C., maintenance shop.

a RAILWAY AGE time-saver page

(Continued from page 16)
apart at the base of the quarry, then drilled in for 200 ft. They then cut two connecting tunnels, parallel to the quarry face. These were packed with the explosive and filled with sand.

According to SP, the previous record non-atomic blast was a 1,362,000-lb explosion set off by TVA engineers Feb. 5, 1949, at Bristol, Tenn.

D&RGW Battles 34-Year-Old Order

Denver & Rio Grande Western, contending it can do now what it couldn't do 34 years ago, has opened its fight for changes in regulation of traffic moving through Ogden, Utah.

In a petition sent to the Interstate Commerce Commission, the road asks modification of the ICC's 1923 order handed down when Southern Pacific was granted authority to secure control of Central Pacific (Railway Age, June 24, p. 7)

What the petition requests, in essence, is that a change be made in the provision of the original order which, according to D&RGW, has required SP to solicit business on a preferential basis for Union Pacific on traffic moving east or west through Ogden. No immediate comment has been made by either SP or UP.

Rio Grande did not oppose the order in 1923, admitting it was not then in a position to compete from a standpoint of service on a comparable basis. Now, however, D&RGW officers point out that the road has spent large sums on the property in an effort to become "completely competitive."

The railroad also is contending that growth of the Pacific coast and mountain regions "demands removal of handicaps imposed by discriminatory solicitations."

The current case seeks modification of that part of the ICC 1923 order on solicitation affecting traffic "between all points in California and Oregon north of and including Caliente and Santa Margarita, Calif., and south of and including the Klamath Falls branch and Kirk, Ore., on the one hand, and points north and west of a line along the northern boundaries of Oklahoma and Arkansas, to the Mississippi river, thence along the Mississippi and Ohio rivers (but not including intermediate cities on the Ohio river) to Wheeling, W. Va., and thence on a line drawn just east of Pittsburgh, Pa., and Buffalo, N.Y., to Niagara Falls, N.Y."

The order originally was designed as a condition imposed to prevent a possible restraint of trade and discrimination against the CP route in favor of SP's El Paso route, according to the Rio Grande.

Rio Grande spokesmen said their present petition to the ICC has no connection with the so-called Ogden gateway case, which remained in litigation for several years before a Supreme Court decision settled the issue.

Japanese Air Brake Experts Inspect U.S. Facilities

While taking a look at the Long Island's $60,300,000 rehabilitation program, these Japanese air brake specialists recently took time out to study the air brake room in the road's Morris Park, N. Y., shops. Visitors and their hosts (left to right), are: Yuji Takahashi, mechanical engineer, Nippon Air Brake Company; H. Alfred Petry, Westinghouse Air Brake Company air brake service engineer; Katsuyuki Amaya, chief of the designing section of the Nippon firm; Arthur P. Beck, foreman of the LI's air brake room; and P. M. Froelich, LI machinist, who tests a brake valve while Mr. Takahashi photographs the operation.

Accounting Changes Postponed to January 1

The Interstate Commerce Commission has postponed, until January 1, 1958, the effective date of that group of proposed accounting changes which include proposals made by a committee of the American Institute of Accountants.

The changes had been scheduled to become effective this month (Railway Age, Apr. 22, p. 12). They will now be subject to "such further order of the commission . . . as may be found necessary after full consideration" of views submitted by interested parties.

RI President Optimistic On Second Half of 1957

Rail freight traffic should pick up during the last half of 1957, Rock Island President Downing B. Jenks indicated in a survey taken by the First National Bank of Chicago.

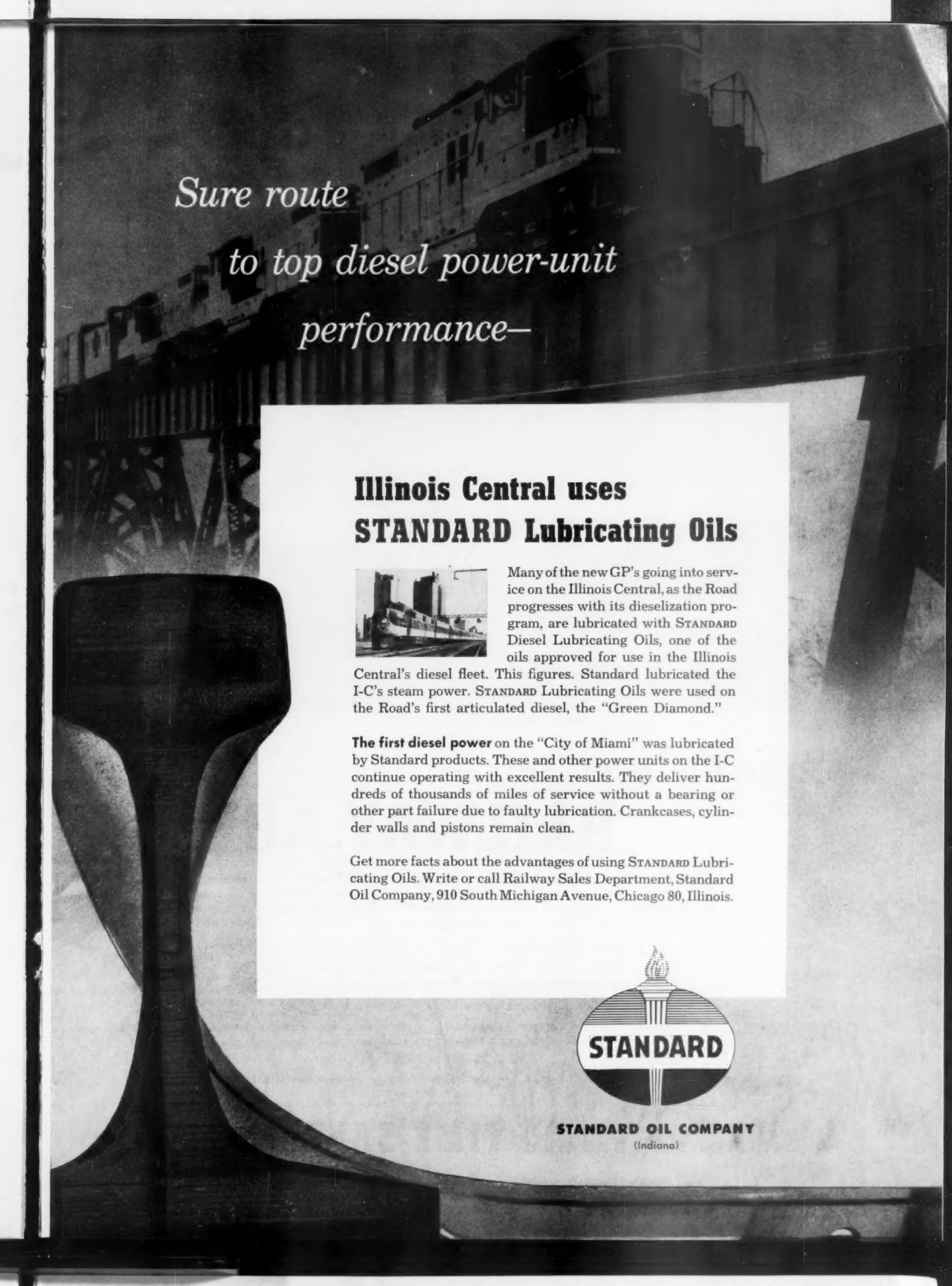
Mr. Jenks said a 3 to 4% boost in carloadings, coupled with the possibility of a rate increase, may enable the roads to end 1957 about as well as 1956. His forecast for better business July to December was based on several factors, including: Reduction in inventories, record highs in personal income and spending, the breaking of the prolonged drought in the Southwest, a pickup in construction activity, increased cement and steel traffic promoted by the highway construction program, introduction of new automobile models with corresponding boosts in auto and auto parts traffic, and new housing starts.

14 Railroads Paid June Fines Totaling $11,500

Fourteen railroads in June paid fines totaling $11,500, plus costs, on 144 counts involving violations of the Safety Appliance, Hours of Service and Accident Reports acts.

This was reported by the Interstate Commerce Commission which also said that the largest amount, $2,500 and costs, was paid by the New York Central for 50 violations of the Accident Reports Act. Next came payments totaling $2,000 and costs by the Chicago, St. Paul, Minneapolis & Omaha for 20 violations of the Safety Appliance Acts.

Other fines of $1,000 or more, plus costs, were assessed against the Lackawanna which was fined that amount, the Texas & New Orleans which was fined $1,300, and the Pennsylvania which was fined $1,500. All of these were for violations of the Safety Appliance Acts.



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Organizations

American Association of Railroad Superintendents — Post-convention West coast meeting will be held August 1-2 at the New Washington Hotel, Seattle, Wash. Luncheon speaker on August 1 will be C. S. Connolly assistant vice-president — traffic, Carnation Company, on the theme "A Shipper's View on Railroad Transportation."

American Society of Traffic and Transportation.—The business sessions of the fourth transportation conference and seminar will be held at the Georgia College of Business Administration, Atlanta, September 12-13. ICC Commissioner Rupert L. Murphy will speak at a luncheon at the Dinkler Plaza Hotel on the 12th. Co-sponsors of the luncheon will include the Southern Traffic League, which will hold its annual meeting in Atlanta on the 10th, and the Southeastern Shippers Advisory Board, which has scheduled its 119th regular meeting for September 11-12.

Freight Loss and Damage Prevention Section, AAR—Tenth shipper seminar on proper preparation of freight for shipment, and loading and bracing of freight in cars, will be held July 29-August 2 at the AAR Container & Loading Research & Development Laboratory, Chicago

National Railway Historical Association. — The annual convention, which will be held in the Hotel Roanoke, Roanoke, Va., August 31-September 2, will include trips on the Norfolk & Western and the Virginian.

Northwest Shippers Advisory Board.—Will meet July 24-25 at Billings, Mont.

Traffic Club of Houston.—Joseph Spear, assistant freight traffic manager, Southern Pacific Lines, elected president.

Traffic Club of St. Louis.—Will celebrate its Golden Anniversary year (1957-58) with a Golden Anniversary dinner meeting October 24 at the Jefferson Hotel. The annual dinner meeting will be held January 20, 1958, at the Chase Hotel.

Supply Trade

T. W. Krueger, sales manager of **Duff-Norton Company's** Jack Division, has been promoted to sales manager, in charge of all sales for the Jack and Coffing Hoist Divisions.

A. C. MacDonald, executive vice-president of **Canadian Car Company Limited,** has been elected president and managing director, succeeding **E. J. Cosford,** elected board chairman. **J. G. Mitchell,** vice-president, manufacturing, railway car equipment, has been appointed vice-president and general manager of the railway car division. **James N. MacInnes** has been named assistant vice-president, sales, of the same division. He was formerly vice-president of **International Equipment Company Limited.**

William J. Geib has been named district export sales representative for Austin-Western, Construction Equipment Division, of **Baldwin-Lima-Hamilton Corporation,** New York.

Hanlon & Wilson Co. has appointed **Land-Sea-Air, Inc.,** Riverside, Cal., as sales representative.

William E. Corrigan, vice-president, contracting officer, **Alco Products, Inc.,** has retired. Previously Mr. Corrigan was active in the locomotive division, having been vice-president, sales, and vice-president of Alco's Canadian affiliate, **Montreal Locomotive Works, Ltd.**

National Steel Car Corporation has appointed **R. H. Kennedy** and **Norman A. MacKay** sales engineers at Montreal.

Ronald S. Wilson, assistant vice-president, engineering and sales of **Holden Company Limited,** Montreal, has been appointed vice-president, railway division.

Robert H. Waite

Paul P. Suiter

Fred T. Roffe, formerly with **Waugh Equipment Company,** has been appointed manager of railway sales, **Copco Steel & Engineering Co.,** makers of material handling racks and truck trailers for piggyback operations, with office in New York.

True Temper Corporation has named **J. H. Dooling** New England representative for its railway appliance division, at Fitchburg, Mass., and **Edward W. Stack** northwestern sales manager for the division, with headquarters in St. Paul-Minneapolis.

Robert H. Waite, who has been in railroad sales for **MacLean-Fogg Lock Nut Company,** since 1951, has been appointed railroad sales manager.

Paul P. Suiter has been appointed Chicago regional manager, **Lamson Corporation.** Mr. Suiter, formerly Lamson's industrial specialist for the transportation industry, will be responsible for sales and engineering of Lamson systems in the west central states.

OBITUARY

George H. Riddle, sales engineer, rails and track accessories, Bethlehem Steel Company, died July 7, at St. Luke's Hospital,, Bethlehem, Pa.

Financial

Dividends Declared

CHICAGO, ROCK ISLAND & PACIFIC.—67½¢, quarterly, payable September 30 to holders of record September 13.

CINCINNATI INTER-TERMINAL.—7% guaranteed, $2, semiannual, payable August 1 to holders of record July 20.

MINNEAPOLIS & ST. LOUIS.—35¢ quarterly, payable August 30 to holders of record August 15.

NEW YORK CENTRAL.—One share of Reading Company common stock for each 25 shares of New York Central common, payable September 18 to holders of record August 9 (in lieu of regular 50¢ quarterly cash dividend).

NORTHERN OF NEW HAMPSHIRE.—$1.50, quarterly, payable July 31 to holders of record July 11.

PEORIA & BUREAU VALLEY.—$2.12½, semiannual, payable August 10 to holders of record July 31.

Applications

CHICAGO, ROCK ISLAND & PACIFIC.—To assume liability for $3,000,000 of equipment trust certificates to finance in part the purchase of 510 freight cars from Pullman-Standard Car Manufacturing Company at estimated total cost of $4,156,400. Included would be 310 hopper cars, estimated unit cost, $7,980, and 200 gondola cars at $8,413. The certificates would mature in 30 semi-annual installments beginning February 1, 1958. They would be sold by competitive bids which would fix the interest rate.

CHICAGO & EASTERN ILLINOIS.—To assume liability for $2,130,000 of 5% equipment trust certificates to finance in part the purchase of 300 hopper cars from Bethlehem Steel Company at an estimated unit cost of $8,850. Estimated total cost is $2,662,500. Subject to commission approval, the certificates have been sold to Solomon Brothers & Hutzler and three associates for 99.138, the most favorable bid received. They would mature in 15 annual installments of $142,000 each.

GREAT NORTHERN.—To assume liability for $4,950,000 of equipment trust certificates to finance in part the acquisition of 725 freight cars at an estimated total cost of $6,242,000. Included would be 500 box cars built in GN shops at an estimated unit cost of $8,050; 200 box cars purchased from Pullman-Standard Car Manufacturing Company at $9,020 each; and 25 Airslide covered hopper cars purchased from General American Transportation Corporation at $14,915 each. The certificates would mature in 30 semiannual installments of $165,000 each beginning February 1, 1958. They would be sold by competitive bids which would fix the interest rate.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—To assume liability for $1,740,000 of equipment trust certificates to finance in part the building of 300 box cars in its own shops. Estimated unit cost of the cars is $7,400, their estimated total cost being $2,220,000. The certificates would mature in 30 semi-annual installments of $58,000 each, beginning February 1, 1958.

PITTSBURGH & LAKE ERIE.—To assume liability for $2,220,000 of equipment trust certificates to finance in part the purchase of 350 covered hopper cars—250 from American Car & Foundry Co. at an estimated unit cost of $7,650, and 100 from Pullman-Standard Car Manufacturing Company at $9,350, each. Estimated total cost of the equipment is $2,847,500. The certificates would mature in 15 annual installments of $148,000 each, beginning August 15, 1958. They would be sold by competitive bids which would fix the interest rate.

SEABOARD AIR LINE.—To assume liability for $5,460,000 of equipment trust certificates, the first installment of a proposed $16,350,000 issue, the whole of which would finance in part the acquisition of 2,600 freight cars, listed below, at an estimated total cost of $20,442,906.

	Description and Builder	Estimated Unit Cost
700	Hopper cars (Pullman-Standard Car Manufacturing Company)	$8,756
700	Low-side gondola cars (Bethlehem Steel Company)	7,032
500	Covered hopper cars (ACF Industries Inc.)	9,006
300	Steel woodrack cars (Greenville Steel Car Company)	9,618
200	High-side gondola cars (Magor Car Corporation)	8,915

The certificates would mature in 15 annual installments, beginning August 1, 1958. They would be sold by competitive bids which would fix the interest rate.

People in the News

CANADIAN NATIONAL-GRAND TRUNK. — **Reginald H. Newcombe,** sales representative, San Francisco, appointed general agent, passenger department, Minneapolis, succeeding **G. Raymond Conaway,** promoted to general agent, Chicago.

CANADIAN NATIONAL.— **Douglas V. Gonder,** assistant vice-president of operation, Montreal, appointed vice-president and general manager, Atlantic region, Moncton, N. B., succeeding **Reginald Hayes,** who retires July 31.

David Jenkins, assistant chief claims agent, Vancouver, B. C., appointed chief claims agent, Atlantic region, Moncton, succeeding **William J. McRae,** who retired June 30.

C. D. James, assistant to director, colonization and agriculture department, Montreal, Que., appointed superintendent of settlement there, succeeding **F. B Kirkwood,** retired.

CANADIAN PACIFIC.—**R. W. Nein** named district supervisor, integrated data processing, Saskatchewan district, Moose Jaw, Sask.

Loss and damage prevention is being separated from the safety organization and incorporated into transportation section, operating department. Positions of general supervisor, safety, loss and damage prevention, abolished. Titles of district supervisors, safety, loss and damage prevention, changed to district safety instructors. **E. L. Guertin,** general supervisor, Winnipeg, Man., appointed general supervisor, loss and damage prevention, Montreal. Following appointed supervisors, loss and damage prevention: **R. Greenfield,** Toronto; **L. S. Vaines,** Montreal; **E. H. Greenfield,** Winnipeg, and **W. Leeson,** Vancouver, B. C. **J. Armitage** named assistant supervisor, loss and damage prevention, Toronto.

Effective July 1, the title of **W. G. Dyer,** engineer maintenance of way, changed to regional engineer, and that of **K. A. Truman,** assistant engineer maintenance of way, changed to assistant regional engineer.

CENTRAL OF GEORGIA.— **Eugene T. Harrison, Jr.,** assistant diesel superintendent, Macon, Ga., appointed master mechanic, Columbus division, succeeding the late **Glenn W. Burke. C. H. Carroll,** general diesel supervisor, appointed supervisor diesel locomotive maintenance, Macon. **W. H. Leavengood,** mechanical engineer, named assistant master mechanic—system, Macon. **W. B. Grimes,** electrical engineer, appointed equipment engineer, Savannah, Ga.

CHESAPEAKE & OHIO,— **R. V. Wade,** trainmaster, Richmond, Va., appointed passenger trainmaster there, with systemwide jurisdiction. **R. H. Abbott, M. W. Karsten** and **W. S. O'Connor** named trainmasters at Richmond, Saginaw (Mich.) and New Buffalo (Mich.), respectively.

H. J. Kirby appointed assistant to superintendent power and car utilization, Clifton Forge, Va.

Douglas V. Gonder
CNR

Woodward B. Baugh
RF&P

CHICAGO NORTH SHORE & MILWAUKEE.— **Roy Thompson,** assistant traffic manager, and **Gorman Bennett,** division freight agent, Chicago, retired July 1.

CHICAGO & NORTH WESTERN— **H. K. Cox** appointed master mechanic, Twin Cities divison, St. Paul, Minn.

COTTON BELT.—**T. A. Tennyson,** chief chemist, Mt. Pleasant, Tex., appointed engineer of tests and sanitation there, succeeding **H. W. Van Hovenberg,** who retired June 30.

ERIE.—**Paul W. Johnston** will retire as chief executive officer at the end of July. He will remain as board chairman after turning over the executive duties to **Harry W. Von Willer,** who has been president since last November 1.

LONG ISLAND.—**Benjamin F. Feinberg,** chairman, New York Public Service Commission, has announced appointment of two railroad experts, **Boynton S. Voorhees** and **Thomas J. Tobin,** to act as consultants on certain phases of the investigation of the LI ordered by the state legislature last winter. Mr. Voorhees, engineer and former vice-president, New York Central, will make a study of the contracts covering use of facilities by the LI at Pennsylvania Station. Mr. Tobin, former comptroller and vice-president, Erie, will examine the accounting contracts between the Pennsylvania and LI.

MINNEAPOLIS & ST. LOUIS.—**Merle E. Eaton,** secretary, Minneapolis, Minn., has retired and his responsibilities assumed by Richard Musenbrock, vice-president—law.

MISSOURI-KANSAS-TEXAS. — **Joseph T. Mahaney,** executive vice-president, St. Louis, has retired.

MISSOURI PACIFIC.—**Rolla G. Haines,** general agent, Sioux City, Ia., retires July 31.

NEW HAVEN.—**Paul J. Connery,** secretary and treasurer, Ohio Valley Electric Corporation, Chillicothe, Ohio, will resign from that post August 1 to become assistant comptroller of the New Haven, New Haven, Conn.

NEW YORK CENTRAL TRANSPORT COMPANY. —**Fred R. Shafer,** general manager, Central division, Cleveland, Ohio, elected assistant vice-president of operations, with jurisdiction over the states of Michigan, Illinois, Indiana, Ohio, Pennsylvania and Kentucky.

NORTHERN PACIFIC TRANSPORT COMPANY. —**J. H. Gullard,** assistant to general manager, St. Paul, named superintendent, Billings, Mont., succeeding **V. B. Blackorby,** resigned. **R. D. Phythian,** traveling supervisor, Butte, Mont., named to replace Mr. Gullard.

PENNSYLVANIA.—**James W. Miller,** passenger manager, Northern region, Buffalo, N. Y., appointed assistant manager of baggage, system, Philadelphia, Pa. **George W. Ballinger,** passenger representative, Williamsport, Pa., will handle passenger matters for the region at Buffalo.

A. M. Schofield appointed assistant superintendent transportation, Northwestern Region, Fort Wayne, Ind.

A. V. Sorenson
AT&SF

W. H. Weymouth
AT&SF

QUEBEC NORTH SHORE & LABRADOR.—**J. J. Miller,** former regional supervisor of diesel equipment, Atlantic region, Canadian National, **Moncton, N. B.,** appointed chief mechanical officer QNS&L, Sept-Iles, Que., succeeding **J. H. Miller,** who resigned to become general manager, Napanee Iron Works division, International Equipment Company.

RICHMOND FREDERICKSBURG & POTOMAC. —**Woodward B. Baugh** trainmaster, Richmond, Va., appointed superintendent transportation. **W. Milton Engard Sr.,** chief clerk to general superintendent, named assistant superintendent transportation. **P. Earle Wood,** supervisor mail and express, promoted to superintendent mail, express and agencies. **Charles M. Johnson,** supervising agent and chief operator, named assistant superintendent mail, express and agencies. **John J. Newbauer, Jr.,** supervisor of safety, appointed staff assistant—office of vice-president and general manager. **James D. Doswell,** assistant trainmaster, Alexandria, Va., named trainmaster, Richmond, and has been succeeded by **William M. Tribble.**

William P. Gough, statistician and secretary to personnel officer, promoted to personnel assistant and supervisor of safety, Richmond, Va.

SANTA FE.—**D. C. Wilson,** assistant treasurer, New York, appointed comptroller and assistant secretary there, succeeding **R. M. Hogin,** who retires August 1. **R. M. Swearingen,** deputy assistant treasurer, New York, named to replace Mr. Wilson.

W. S. Riach, assistant general purchasing agent, Chicago, retired June 30 after more than 54 years of service. **A. V. Sorenson,** assistant general purchasing agent, Chicago, named to succeed Mr. Riach, and in turn is replaced by **W. H. Weymouth,** fuel agent.

Effective July 1, the territory of **W. W. Lyons,** master mechanic, Colorado division, La Junta, Colo., temporarily extended to include entire Western division, succeeding **L. B. Johnson,** appointed acting master mechanic, Plains division, Amarillo, Tex., to replace **J. T. Smith,** on leave of absence. Mr. Johnson continues as master mechanic of the Panhandle division at Wellington, Kan.

OBITUARY

Charles H. Jones, 70, vice-president and general manager, **Chicago South Shore & South Bend,** died July 14 at his home near Michigan City, Ind.

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Acme Steel Company 24
Aluminum Company of American 39
American Hair & Felt Company 6
American Steel Foundries 36-37

Bethlehem Steel Company 3

Caterpillar Tractor Company .....Inside Back Cover
Classified Advertisements 47

Davis, S. M. 47

Electro-Motive Division, General Motors ..Front Cover
Erman-Howell Division 47
Evans Products Company 12

General American Transportation Corporation 33
General Steel Castings 11

Jackson Vibrators, Inc. 40

Linde Company, Division of Union Carbide & Carbon Corporation 4

Magnus Metal Corporation 8

Nelson Iron Works, Inc. 47

Pullman-Standard Car Manufacturing Company ...17-18

Standard Oil Company of Indiana 43

Texas Company, The .....Inside Front Cover
Timken Roller Bearing Company 26-27
Turco Products, Inc. .....Back Cover

Union Switch & Signal Division of Westinghouse Air Brake Co. 14-15

Waukesha Motor Company 30

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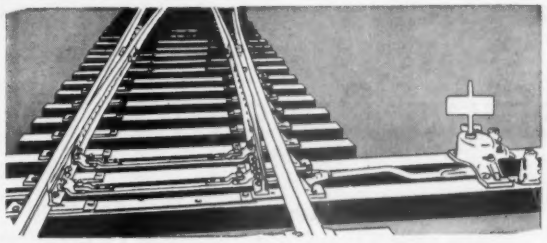

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Getting Passenger Business to Pay

There is a time and a place for weddings and a time and place for funerals.

When a funeral is scheduled to be held at the same time and place as a wedding, the mourners are likely to dampen the spirits of the wedding guests. And the nuptial festivities may take the undertakers' minds off their unpleasant but necessary job.

There is a substantial part of the railroads' passenger business that is either profitable already and susceptible to growth, or could be made so if it were priced and marketed apart from the money-losing parts of the business.

Most passenger departments have a dual responsibility—that of seeking to shrink the red-ink part of the operation, while endeavoring to build up the profitable part. But an actual deficit always gives rise to a louder clamor than a potential but unproved opportunity for profit. Hence passenger departments are often under considerably heavier pressure for retrenchment than for traffic-building activity.

•

There is, also, a strong temptation to try to make the healthy part of the business bear as much of the burden of the losing part as possible. For example, suppose there are some routes and runs which are doing a profitable and growing business at (say) 3 cents a mile—but that the service as a whole is unprofitable. In such a situation, the strongest kind of temptation arises to raise all rates to 3½ or 4 cents. Such increases may help the deficit picture a little in the sick end of the business—but, unfortunately, they may also kill off the growth on the healthy routes and runs which have been thriving at rates of 3 cents.

Making passenger rates uniform throughout a whole territory, or even everywhere on the same railroad, has obvious advantages in ease of computation. Unfortunately, however, the expense of carrying passengers does not vary in direct proportion to passenger-miles. The expense varies by the train-mile—and, to a lesser degree, by the car-mile. The best kind of rates would be those which would maximize earnings per train-mile and per car-mile. And to get maximum earnings per train-mile and per car-mile it may be desirable to vary the charges per passenger-mile.

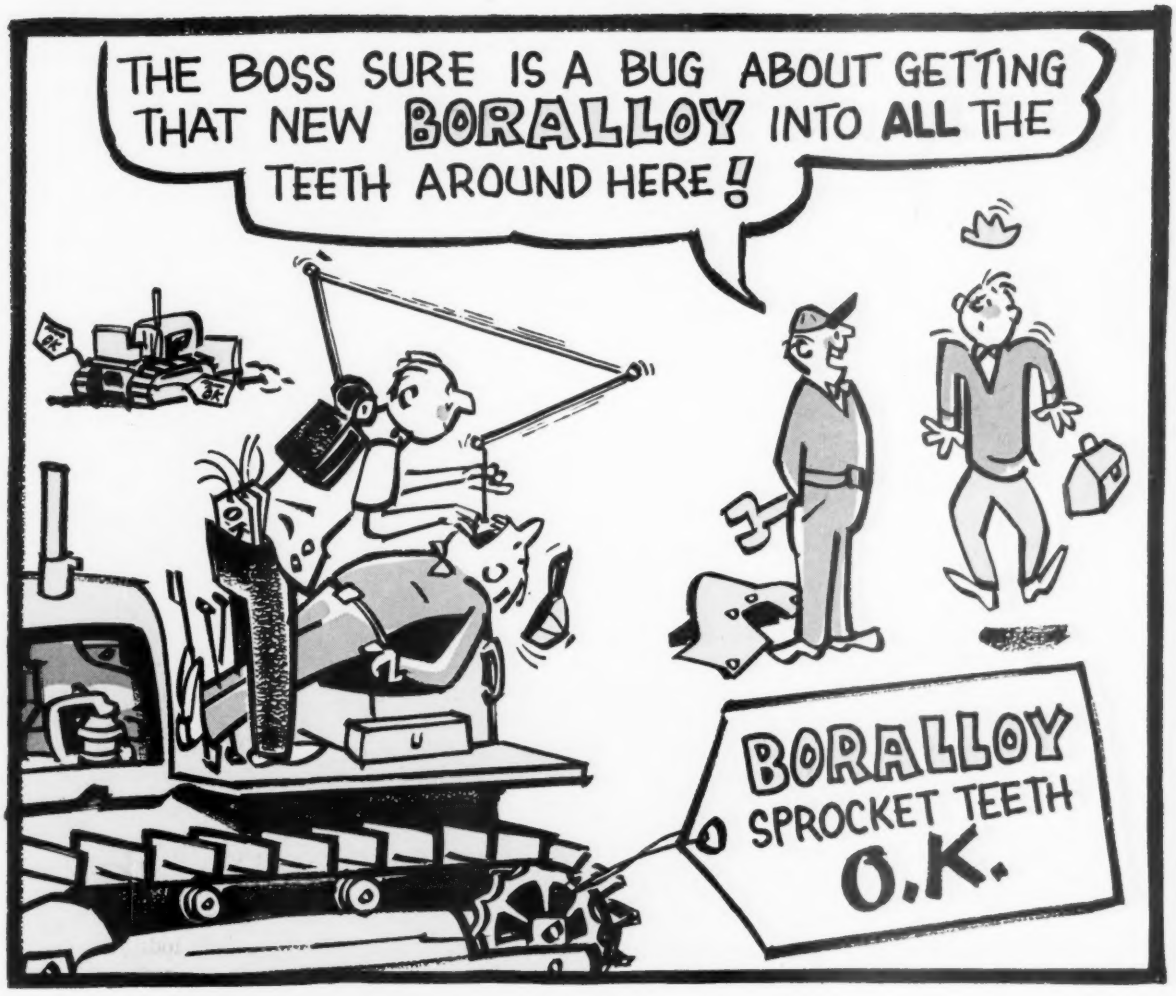
•

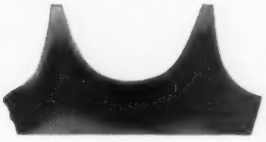
Of all the many problems the railroads have of adjusting their services to changed conditions of demand, there is none more complex than that involving passenger service. The gross revenue at stake is large—and certainly worth trying to conserve, if means can be found of turning some part of the gross into net. The way that gross is turned into net is to get out of the areas where demand has dried up—and to cultivate intensively those areas where demand shows signs of potential growth. It is easier to write such a prescription than it is to fill it. But it can be done, because here and there it is being done.

Since the passenger department has one of the hardest jobs on the railroads today, it needs adequate tools to work with—especially the services of cost and market analysts, to enable it to separate the good from the bad, route by route, train by train. Without localized cost and demand information—and with the pressure to eradicate the over-all losses—there's too much danger that the good business is going to be confused with the bad and vice versa.

There are mighty few businesses that have learned how to make profits on constantly declining gross revenues. The railroads' passenger business is really not such a business. Instead it is two businesses—a growth business, and a dying or dead business. Some routes, trains and classes of service belong in the undertaking department. Other routes, other trains, other classes of service belong in the passenger growth department.

SEGREGATION: There's risk of further losses if unwarranted optimism is allowed to creep into areas where there's no real opportunity for profitable growth. There's even more risk, if pessimism is permitted to percolate into the places where there is substantial profit potential. In the passenger department it's probably a good thing to keep the funeral and the wedding sections just as far apart as possible.





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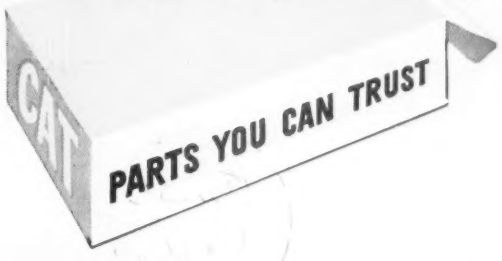

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SOUTHERN PACIFIC RAILROAD

Powerful T-N-T (Turco-Nu-Truck) makes short work of cleaning diesel and passenger running gear, underframes, wheels and fuel tanks. Grease, crater compound, oil and dirt fall easy prey to its potent attack. Even that tenacious, hard-to-remove brown scum (oxide film) is quickly and thoroughly removed. What's more, this material does its job in *one easy operation*... with no need for other processing... and, with no objectionable burning fumes.

Turco-Nu-Truck is but one of many materials comprising the *complete* line of Turco compounds engineered *specifically* for railroad cleaning. Included in this line are acid and alkaline exterior cleaners, hot and cold tank cleaners, emulsion cleaners, electrical equipment cleaners, steam cleaners, rust removers and preventives, paint strippers, phosphate pre-paint treatments, dye penetrant flaw location materials, a full line of cleaning equipment, and many, many specialty products. This complete line, plus on-the-spot nationwide Turco technical service, stands as the main reason why, when it comes to *cleaning*, America's leading railroads turn to Turco... *first!*

TURCO PRODUCTS, INC. *Railroad Division*

Chemical Processing Compounds

6135 South Central Avenue, Los Angeles 1, California

Factories: Newark, Chicago, Houston, Los Angeles, London, Rotterdam, Sydney, Mexico City, Okinawa

Manufactured in Canada by B. W. Deane & Co., Montreal

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